



Letter of Transmittal

DATE: May 1, 2013

TO: Toll Bridge Program Oversight Committee

(TBPOC)

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – May 9, 2013

Herewith is the <u>TBPOC Meeting Materials Packet</u> for the May 9th meeting. The packet includes memoranda and reports that will be presented at the meeting. A <u>Table of Contents</u> is provided following the <u>Agenda</u> to help locate specific topics.





TBPOC MEETING May 9, 2013, 1:00pm - 4:00pm

1120 N Street, Sacramento, CA TBPOC-PMT pre-briefing: 1:00pm – 2:00pm TBPOC meeting: 2:00pm – 4:00pm

	Topic	Presenter	Time	Desired Outcome
1.	CHAIR'S REPORT	S. Heminger, BATA		Information
2.	consent calendar a. TBPOC Meeting Minutes 1. March 7, 2013 Meeting Minutes* 2. March 26, 2013 Conference Call Minutes* 3. April 5, 2013 Conference Call Minutes* 4. April 9, 2013 Conference Call Minutes* 5. April 11, 2013 Conference Call Minutes* 6. April 22, 2013 Conference Call Minutes*	A. Fremier, BATA		Approval
	 b. Contract Change Orders (CCOs) 1. SAS CCO 290-SO (FAVCO Tower Crane Idle Time)* 2. YBITS1 CCO 184-SO (YBI Tunnel Polyester Concrete Overlay)* 3. OTD2 CCO 601-S2 (Toll Plaza Demolition and Landscaping Preparation)* 	D. Noel, CTC		Approval
3.	PROGRESS REPORTS a. 2013 First Quarter Risk Management Update*	R. Foley, CT	15 min	Information
4.	 PROGRAM ISSUES a. Bay Bridge East Span Opening Celebration 1. Coordination/ Encroachment Permit Update* b. Gateway Park Update* 	S. Maller, CTC A. Fremier,	15 min 10 min	Information Information
	c. Legislation Analysis*	BATA PMT	10 min	Information
5.	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES			
	a. Corridor Update/ Schedule*	T. Anziano, CT	5 min	Information
	b. Toll Bridge Rehabilitation Work*	P. Lee, BATA	10 min	Information
	c. Foundation Inspection Update	T. Anziano, CT	5 min	Information
	d. Oakland Touchdown Landscaping*	C. Endress, BATA	15 min	Approval

	Topic	Presenter	Time	Desired Outcome
	e. Plans, Specifications & Estimates for 504/288 Superstructure Demolition*	S. Hulsebus, CT	5 min	Approval
6.	OTHER BUSINESS			

Next TBPOC Meeting: June 6, 2013, 1:00pm – 4:00pm 1120 N Street, Sacramento, CA

^{*} Attachments

^{**}Attachments at end of binder ***Attachments to be sent under separate cover



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3	3	PROGRESS REPORTS a. 2013 First Quarter Risk Management Update*	
4	4	PROGRAM ISSUES a. Bay Bridge East Span Opening Update 1. Coordination/Encroachment Permit Update* b. Gateway Park Update* c. Legislation Analysis*	
5	5	 SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Corridor Update/Schedule* b. Toll Bridge Rehabilitation Work* c. Foundation Inspections Update d. Oakland Touchdown Landscaping* e. Plans, Specifications & Estimates for 504/288 Superstructure Demolition* 	



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TBPOC MEETING May 9, 2013

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ITEM 1: CHAIR'S REPORT

No Attachments



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a1

Consent Calendar

Item- TBPOC Meeting Minutes

March 7, 2013 Meeting Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the March 7, 2013 Meeting Minutes.

Attachment(s):

March 7, 2013 Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC MEETING MINUTES

March 7, 2013, 11:30 AM – 1:30 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Andre Boutros, and

Malcolm Dougherty

PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller Participants: Ali Banani, Bill Casey, James Daxbury (TYLin), Michele DiFrancia, Clive Endress, John Goodwin, Andrew Gordon, Ted Hall, Beatriz Lacson, Peter Lee, Donald MacDonald, Brian Maroney, Dina Noel, Brian Petersen (ABF), Zahra Sadat, Bijan Sartipi, Saeed Shahmirzai, Trish

Stoops, Ken Terpstra, Patrick Treacy, and Deanna Vilchek

Convened: 11:58 AM

	Items	Action
1. C	HAIR'S REPORT	
•	The Chair requested a moment of silence for B. Rhinehart, who recently passed away.	
0	The Chair acknowledged the Program's and CTC's loss and indicated that the Committee will determine a way to	
0	commemorate B. Rhinehart's involvement in the Program. The Chair welcomed back A. Boutros, who succeeds B. Rhinehart as Executive Director of CTC and member of the TBPOC.	
•	(ABF) gave an update on the recent falsework removal accident. There was no resulting injury;	
0	investigation is ongoing. More procedures have been put in place for future removal activities.	
0	Full truss demolition is anticipated by mid- to late April.	
0	There is no impact to seismic safety opening (SSO).	

	Items	Action
	B. Petersen also provided a global update (e.g., catwalk removal, main cable painting, bike path panels, Hinge K last concrete pour, Sawtooth Building work), and indicated that they will meet the August 28 SSO date.	Action
2.	CONSENT CALENDARa. TBPOC Meeting Minutes1. February 6, 2013 Meeting Minutes	The TBPOC APPROVED the Consent Calendar, as presented.
3.	 PROGRESS REPORTS a. Project Progress and Financial Update February 2013 The Chair noted that the February 2013 monthly report has been approved (by the PMT under a TBPOC-delegated authority) and the report has already been mailed out. b. Risk Management Fourth Quarter 2012 Update P. Treacy presented on the "Risk Management Briefing Fourth Quarter 2012". The 28th report to the TBPOC includes the demolition contracts, and shows a healthy Program Contingency with an improving trend. Discussion items included: overview of fourth quarter 2012 risk management results, adequacy of reserves, top corridor SSO schedule risks, top cost risks, watch lists. The Chair requested that a detailed briefing on the steel structures dismantling would be in order. 	Staff to schedule a briefing by the Department and demolition contractor on Cantilever Dismantling means and methods at a future TBPOC meeting.
4.	 PROGRAM ISSUES a. Bay Bridge East Span Opening Update S. Maller reported that BATA approved the \$5.6M request for the opening celebration, and professional celebration planning efforts are 	Staff to follow up on the status of the encroachment permit to allow walkers on the bridge.

Items Action continuing. The Chair indicated that the understanding is that an additional \$3.5M of funds will come from private sources and any monies over that amount will be split 50-50 to offset the \$5.6M public funds provided. Staff to coordinate with Discussion items included: what to do Hartmann/Bay Bridge Alliance with celebration attendees if tie-in is (BBA) regarding bridge late; schedules (for the walk, run, bike); celebration contingency planning invitation to White House; cost impact and brief the TBPOC periodically if the President attends; CHP role and about these coordination security issues. meetings. b. Capital Outlay Support (COS) Update • A. Banani presented on the risk trend The TBPOC **APPROVED** the FY and forecast through the end of the 2013-14 COS allocation request of program, covering the East Span \$62.4 million for the program, as Construction Schedule, and the presented. following items for the TBSRP and East Span: COS Expenditure, Forecast & The Chair directed the **Budget Trend, COS Forecast for TBSRP** Department to ensure that COS remaining work, Expended & Projected Expenditure does not exceed the PY/PYE; and asked for TBPOC approval Budget. of the FY 2013-14 COS allocation request of \$62.4 million for the program. The Chair indicated that the drawdown Staff to calendar the three plans of BATA and the Department are agencies' COS drawdown plans for completed with CTC's still forthcoming. the TBPOC April meeting. c. Architectural Items Update C. Endress provided the status of and The TBPOC **APPROVED** Option requested TBPOC approval/direction A for Items 1, 2A, 3-6, and for the following architectural items: Option B for Items 2B and 2C, **YBITS Counterweights – Approved** with caveats for Items 3, 4 and 6, to replace concrete with steel plate to as discussed. the height of a standard guard rail in time for SSO (Option A): 2. Bridge Paint/Color A. Paint Skyway OBG Sections Gray B. Edge Painting – No (Option B); C. Bicycle/Pedestrian Pathway

Painting − No (Option B);

3. YBI Bridgeheads – Staff to continue with design of the bridgeheads and explore alternative materials up to S1M, with the goal of constructing the bridgeheads after SSO as a CCO to the YBITS2 contract (Option A); 4. YBI E2 Pier Re-use – Staff to retain a portion of E2 for future public access, and to identify a non-State owner for the structure (Option A); 5. OTD Pier Foundation Re-use – Staff to seek permit amendments to save up to 4 pier foundations and create a public access trestle (Option A); 6. Light Pipe – Staff to explore post-SSO installation option, and provide a mock-up at a cost of approximately \$50K (Option A). d. Gateway Park Update • Deferred. e. Legislative Update • T. Anziano gave a brief description of the following three bills recently introduced in the State Assembly and Senate that have a significant impact on	Items		Action
 Deferred. e. Legislative Update T. Anziano gave a brief description of the following three bills recently introduced in the State Assembly and 	3. YBI Bridgehea with design of explore alterna \$1M, with the the bridgehead to the YBITS2 4. YBI E2 Pier Rea portion of E2 access, and to owner for the s 5. OTD Pier Four to seek permit up to 4 pier for public access t 6. Light Pipe — Standard a mock-up at a	the bridgeheads and ative materials up to goal of constructing ls after SSO as a CCO contract (Option A); e-use — Staff to retain 2 for future public identify a non-State structure (Option A); adation Re-use — Staff amendments to save undations and create a restle (Option A); taff to explore poston option, and provide a cost of approximately	
T. Anziano gave a brief description of the following three bills recently introduced in the State Assembly and	_ ·	date	
the TBSRP: AB 755 Ammiano (Suicide Barriers), SB 425 DeSaulnier (Peer Review), and SB 613 DeSaulnier (BATA). The Chair noted that a fourth bill limiting the use of toll funds is scheduled to be introduced. The PMT to do an analysis of the four bills as to their impacts to the Program and report back to the TBPOC.	 T. Anziano gave a the following thre introduced in the Senate that have a the TBSRP: AB 75 Barriers), SB 425 Review), and SB 6 (BATA). The Chair noted the limiting the use of the following the second service. 	brief description of e bills recently State Assembly and a significant impact on 55 Ammiano (Suicide DeSaulnier (Peer 13 DeSaulnier hat a fourth bill E toll funds is	four bills as to their impacts to the Program and report back to the
5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Corridor Update/Schedules 1. Labor Day Weekend Closure	BRIDGE UPDATES a. Corridor Update/S 1. Labor Day We Schedule O Deferred 2. Bridge Closure Communication	S Schedules ekend Closure e/Opening ons Plan	TBPOC APPROVED the Toll
approval, the proposed Bridge Program Labor Day	· ·	-	

(Continued)

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	Items	Action
	communications plan developed to inform stakeholders and the public about the permanent closure of the existing East Span and the opening of the new East Span to traffic. Discussion items included: media buy clarification, traffic management strategy, coordination with BBA, Channel 2 request for public records, expiration dates of BART employee contract (July 1) and cooling-off period (August 31).	Weekend Original East Span Closure/New East Span Opening Communications Plan, as presented.
	3. Toll Bridge Rehabilitation WorkDeferred.	
	4. Procure Marine Foundations Contract by CM/GC Deferred.	
b. •	Foundation Inspections Update Per T. Anziano, a conference call with the Toll Bridge Peer Review Panel is planned regarding the schedule and reports.	
•	T. Anziano reported that he had spoken to the Chair of the DeSaulnier independent review panel who provided the names of the panel members and a vague scope that encompassed the whole bridge, not just the tower foundation.	
0	A briefing between the Department and the independent panel is scheduled for March 28 in the Bay Area for the purpose of exchanging information.	
c. •	Electroslag Welding This was a topic at this morning's field trip. T. Anziano handed out a plan view of the tower showing location of plates and location of welds.	

	Items	Action
6.	 OTHER BUSINESS A. Boutros requested re-scheduling the TBPOC April 4 meeting to the following week. The Chair adjourned the meeting in memory of B. Rhinehart. A. Boutros provided funeral service information for this Sunday; an event in Sacramento is being planned in the next two weeks for general attendance, which will be announced via a press release 	• Staff to re-schedule the TBPOC April 4 meeting.
	and through the CTC website; a scholarship in her honor will be established through WTS.	

Adjourned: 2:37 PM

APPROVED BY:

TBPOC MEETING MINUTES

March 7, 2013, 11:30 AM - 1:30 PM

STEVE HEMINGER, TBPOC Chair Executive Director, Bay Area Toll Authority ANDRE BOUTROS, Executive Director, California Transportation Commission MALCOLM DOUGHERTY Director, California Department of Transportation Date



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a2

Consent Calendar

Item- TBPOC Meeting Minutes

March 26, 2013 Conference Call Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the March 26, 2013 Conference Call Meeting Minutes.

Attachment(s):

March 26, 2013 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

March 26, 2013, 5:30 PM – 6:00 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and

Andre Boutros

PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller

Participants: Bill Casey, Michele DiFrancia, John Goodwin, Beatriz Lacson,

Gareth Lacy, Peter Lee, Dina Noel, Ken Terpstra, and Will Shuck

Convened: 5:35 PM

Conve	ened: 5:35 PM	
	Items	Action
1.	SAN FRANCISCO-OAKLAND BAY	
	BRIDGE UPDATES	
	a. Anchor Rods Update	
	 T. Anziano reported that the 2008 	
	threaded steel rods used to secure shear	
	key S1 and S2 to Pier E2 failed after	
	tensioning. He described where and	
	when the tensioning was performed,	
	what was immediately observed, history	
	of manufacture and installation of the	
	failed anchor rods, what is being done to	
	determine cause and find a fix to the	
	problem.	
	 The Chair condensed the discussion to 	
	the following components:	
	1. Diagnosis:	The Department to provide the
	Testing revealed that the fracture	TBPOC a report on the diagnosis –
	was caused by the presence of	what went wrong, what are we
	excess hydrogen in the steel.	doing different, if re-manufacture
	Thirty percent of threaded steel	is being considered.
	rods in two shear keys (S1 and	_
	s2) have failed after tensioning.	
	Tensioning in other locations has	
	been halted until a clamping	
	force solution to keep these rods	
	in place has been found.	
	There are four shear keys and	
	four bearings secured to E2 by a	
	total of 288 anchor rods, all of	
	which are being looked into.	

(Continued)

Items	Action
Commission at its 9:30am meeting tomorrow, to be attended by the PMT; T. Anziano to give a PowerPoint presentation. The Chair noted that the next TBPOC conference call is on Thursday, April 11, but that staff should not wait until then to provide an update.	 J. Goodwin to provide T. Anziano with the PowerPoint presentation material for the BATA meeting tomorrow. Staff to schedule another TBPOC teleconference, sooner than April 11, with updated information on this issue.

Adjourned: 6:06 PM

TBPOC CONFERENCE CALL MINUTES

March 26, 2013, 5:30 PM - 6:00 PM

APPROVED BY: STEVE HEMINGER, TBPOC Chair Executive Director, Bay Area Toll Authority Andre Boutros Executive Director, California Transportation Commission MALCOLM DOUGHERTY Director, California Department of Transportation Date



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a3

Consent Calendar

Item- TBPOC Meeting Minutes

April 5, 2013 Conference Call Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the April 5, 2013 Conference Call Meeting Minutes.

Attachment(s):

April 5, 2013 Conference Call Minutes



OLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CONFERENCE CALL MINUTES

April 5, 2013, 11:00 AM – 12:00 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and

Andre Boutros

PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller Participants: Bill Casey, Rich Foley, Michele DiFrancia, John Goodwin, Andrew Gordon, Ted Hall, Beatriz Lacson, Peter Lee, Brian Maroney, Dan

McIlhinney, Dina Noel, and Ken Terpstra

Guest: Business, Transportation and Housing (BTH) Secretary Brian Kelly

Conve	ned: 11:03 AM	
	Items	Action
1.	 CHAIR'S REPORT The Chair noted that Secretary Brian Kelly has joined the conference call and will be going to the bridge to view what is being talked about. 	
2.	 SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Status Update on Anchor Rods T. Anziano referred to the supporting paper "Current Status of E-2 High Strength Rod Investigation", and went through the 10 items listed and their corresponding statuses. Discussion items included: documents compiled, Dyson credentials, QC/QA process; list of locations where Dyson bolts were used; design and selection of preferred solution. 	
	 b. Testing Protocol T. Anziano presented the "Draft Testing Protocol" for TBPOC approval. He described the testing process for the following: 1. Locations where rod removal already occurred (S1, 7A and 1G; S2, 6A and 6H); 	The TBPOC APPROVED the testing protocol presented, subject to change as new information is made available.

(Continued)

	Items	Action
O	 Remaining rods at S3, S4, and B1 – B6 (referred to the "Bay Bridge Anchor Rod Testing (192 Rods) attachment); Rod removal at S1 and S2. Discussion items included: tensioning process for the remaining rods; where to purchase rods; level of confidence on decision to leave the 192 rods; replacing all rods; importance of shear keys. 	
c. •	Anchor Rod Communications Plan A. Gordon presented a communications plan that would provide the media a steady flow of information at expected intervals on a consistent basis. The Chair acknowledged that this is a good approach and suggested that the PMT play a role, as representatives of the three agencies, in the dissemination of information. The TBPOC plans to attend a media assembly when a solution is selected. Discussion items included: what information to provide; issue(s) to prepare for; schedule of information releases.	 Although presented as an approval item, the TBPOC supported the general direction of the plan presented and formal approval was deemed unnecessary. Staff to schedule a TBPOC conference call on Tuesday, April 9. The PMT to provide at the April 9 conference call a draft BATA Oversight Committee April 10 meeting PowerPoint presentation covering: Pictures to show; Documents to release; and What to say during Q&A.
3. O	THER BUSINESS	
•	N/A	
Adjourned	10.00 DM	

Adjourned: 12:08 PM

TBPOC CONFERENCE CALL MINUTES

April 5, 2013, 11:00 AM – 12:00 PM

APPROVED BY:	
STEVE HEMINGER, TBPOC Chair Executive Director, Bay Area Toll Authority	Date
Andre Boutros Executive Director, California Transportation Commission	Date
MALCOLM DOUGHERTY Director, California Department of Transportation	Date



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a4

Consent Calendar

Item- TBPOC Meeting Minutes

April 9, 2013 Conference Call Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the April 9, 2013 Conference Call Meeting Minutes.

Attachment(s):

April 9, 2013 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

April 9, 2013, 5:00 PM – 6:00 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and

Andre Boutros

<u>PMT Members</u>: Tony Anziano, Andrew Fremier, and Stephen Maller <u>Participants</u>: Bill Casey, Rich Foley, Michele DiFrancia, Andrew Gordon, Ted Hall, Beatriz Lacson, Richard Land, Peter Lee, Brian Maroney, Dan McElhinney, Dina Noel, Randy Rentschler, Will Shuck, and Ken Terpstra

Convened: 5:13 PM

COHV	ened: 5:13 PM	Action
1.	Items CHAID'S DEPORT	Action
1.	CHAIR'S REPORT	
	 None given. 	
2.	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES	
	a. Status Update on Anchor Rods	
	 T. Anziano referred to the format of the "Current Status of E-2 High Strength Rod Investigation" report used at the March 26 conference call, and gave 	T. Anziano to provide written updates following the status report format presented at the March 26 conference call.
	status updates on each of the 10 items listed.	
	 Discussion items included: letter from ABF to Dyson, Department letter to ABF, question of writing a similar notice to T. Y. Lin (Engineer of Record who accepted the products in question); 	Staff to request written records from ABF to ensure tensioning was done correctly.
	forensic analyses of rods; non- compliance reports (NCRs) explanation, METS handbook; bridge parts purchased from same manufacturer; reason for difference in tensioning level; four alternative solutions being looked into, purchase of long-lead items, cost and schedule impacts.	Staff to schedule a TBPOC workshop next week to discuss the alternative solutions and 2008/2010 issues, with ABF, TYLin, and METS representatives in attendance.
	 B. Maroney indicated that he would be able to do a presentation of the range of alternative solutions (with sketches of each alternative) and provide a list of 	 Staff to provide a list of the: 1) four alternative solutions, and 2) raw materials to purchase to justify the monies requested,

	Items	Action
0	2008/2010 issues, within a week. He will make available a slide show of the four alternatives before the TBPOC April 11 conference call. When queried, B. Maroney indicated that for now he would need \$2 M - \$3 M for CCOs to purchase replacement parts.	by the TBPOC Apr 11 conference call.
b.	Draft Presentation to BATA Oversight Committee (OC) April 10, 2013 Meeting	
•	The TBPOC was in agreement that of the two PowerPoint versions provided, the short version was the preferred one, with the addition of three slides. The PMT to present on the topics as follows: - T. Anziano: 2008 rods - S. Maller: 2008 fix - A. Fremier: 2010 rods; It was suggested that the PMT pay special attention to non-compliance reports (NCRs) and be ready to answer questions on them before/after the	
0	meeting. Discussion items included: information to relay, e.g., hydrogenation cause, embedded nature of earlier bolts, tension level they share; solution options; NCRs; testing data. The Chair indicated that the press has been alerted to the BATA OC meeting tomorrow.	
c. •	Summary of Media Release Package The Chair noted that there were related binders of data delivered to the TBPOC, which he and the other members have not had a chance to review.	
0	T. Anziano has reviewed the binders. A. Fremier and S. Maller will review them in preparation for the MTC/BATA Commission meeting on April 24. The Chair indicated that MTC/BATA April 24 meeting would be an appropriate forum for the TBPOC to respond to the questions of Commissioners, SF supervisors, and the	

(Continued)

	Items	Action
	media.	
3.	OTHER BUSINESS	
	• N/A	

Adjourned 6:09 PM

TBPOC CONFERENCE CALL MINUTES

April 9, 2013, 5:00 PM - 6:00 PM

APPROVED BY:	
STEVE HEMINGER, TBPOC Chair	Date
Executive Director, Bay Area Toll Authority	
Andre Boutros	Date
Executive Director, California Transportation Commission	
MALCOLM DOUGHERTY	Date
Director, California Department of Transportation	Duto



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a5

Consent Calendar

Item- TBPOC Meeting Minutes

April 11, 2013 Conference Call Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the April 11, 2013 Conference Call Meeting Minutes.

Attachment(s):

April 11, 2013 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

April 11, 2013, 3:00 PM – 4:00 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and

Andre Boutros

<u>PMT Members</u>: Tony Anziano, Andrew Fremier, and Stephen Maller <u>Participants</u>: Bill Casey, Michele DiFrancia, Rich Foley, Andrew Gordon Beatriz Lacson, Peter Lee, Dina Noel, Trish Stoops, Ken Terpstra, and Deanna

Vilchek

Convened: 3:07 PM

	Items	Action
1.	CHAIR'S REPORT	
	None given.	
2.	a. Contract Change Orders (CCOs) 1. SAS CCO 257 SO (Cable Railing Installation), \$1,536, 378 2. YBITS1 CCO 159 S1 (YBI Tunnel Upper Deck LED Lighting), Not to Exceed \$1,350,000 3. YBITS1 CCO 165 SO-S2 (Skyway & OTD1 Bike Path Repairs & Painting),	The TBPOC APPROVED the CCOs, as presented, minus YBITS1 CCO 165 S2, which was removed from Consent Calendar for discussion.
	\$2,100,000 4. YBITS1 CCO 564 S1 (Temporary OTD1 Bike Path Ramp Structure), Not to Exceed \$1,500,000 • The Chair pulled Item 2a3 and asked why a bike path that has not been opened to traffic needs repair. The Department explained that since the completion of the Skyway seven years ago, the bike path has been subjected to wear and tear due construction activity	• The TBPOC APPROVED CCO 165 S2 by a 2 to 1 vote (the Chair dissented).
	 on the bike path. The contractor's contract has been closed out; this is now considered a maintenance item. 	
3.	PROGRAM ISSUES	

	Items	Action
a.	Bridge Opening Celebration	
	1. Coordination/Encroachment Permit	
	UpdateS. Maller referred the TBPOC to the	• The TBPOC (1) APPROVED
	supporting memo for the update,	having fireworks on the bridge; (2)
	and presented three items before the	reaffirmed the desire to have the
	TBPOC about:	opening ceremony on the SAS;
	1) having fireworks on the bridge,	and, (3) requested
	2) holding the opening ceremony on	BBA/Hartmann to not open public
	the SAS, and 3) accepting registration for any	ticketed event registration before May 15, 2013.
	public ticketed event on May 1,	171dy 10, 2010.
	2013.	
0	00	The three agencies to each start a
	guest attendance work to keep the	list of invitees to the opening
	opening celebration on the SAS.	ceremony and to each assign a
0	BBA/Hartmann to hold off accepting registration for any public ticketed	lead person to handle their lists.
	events until May 15, 2013. It was noted	
	that meetings of the BATA Oversight	
	Committee (OC) and TBPOC on May 8	
	and May 9, respectively, may affect the	
	May 15 decision.	
0	Discussion items included: activity on bridge during Labor Day weekend,	
	Golden Gate Bridge experience,	
	fireworks setup time; SAS load capacity,	
	alternate location, seating plan	
	comparisons; advertising bridge runs,	
	permit application, letter of support from TBPOC to District 4.	
	HOIH TOPOC to DISTIRCT 4.	
4. S	AN FRANCISCO-OAKLAND BAY	
В	RIDGE UPDATES	
a.	1	
•	The Chair thanked T. Anziano for the	
	bolt update he gave yesterday to the BATA OC.	
	DATA OC.	
•	T. Anziano provided highlights on items	
	4, 5, 7, 8 and 9 of the Current Status of	
	E-2 High Strength Rod Investigation	
	report.	
0	Discussion items included: status of rods installed in 2008; rods identified to	
	be from another manufacturer; public	
<u> </u>	2 of 4	

Items	Action	
information requests; inspection of 192 rods (ongoing); tensioning records (being kept by ABF); solution alternatives, cost estimate, schedule impact, and funds currently required (\$4.3 M); forensic plan on continuing investigation on the failed bolts, and lesson(s) to be learned from the detensioned bolts. B. Maroney presented the three retrofit strategy alternatives as: A – Very high tech alternative (preferred by TY Lin); B – Collar system (large amounts of structural steel, long-lead purchase, possibly out-of-country, preferred by ABF); and, C – Pre-stressed concrete (most invisible, preferred by the Department). All three alternatives have been passed through ABF. Purchasing the long-lead materials now for Alternatives B and C will give the team a chance to achieve Labor Day SSO. Keep Alternative A alive but hold off any expense until after the TBPOC April 17 workshop.	• Although presented as an information item, the TBPOC APPROVED the expenditure of up to \$4.3 million to: (1) purchase replacement rods; (2) secure long-lead materials for retrofit strategy B and C; and, (3) keep retrofit strategy A in play, but not to spend any of the approved monies on it.	
 The proposed TBPOC April 17 workshop is confirmed for 9:00am – 12:00pm. B. Petersen and Peter Vander Waart (ABF) and Marwan Nader (TYLin/Moffatt & Nichol) to attend the meeting. The Toll Bridge Peer Review Panel will not be present but should be looped in later. 	 Staff to prepare a presentation on the schedule/budget risks, models (how they operate and how modified in time), and other helpful matrices, and forward them to the TBPOC ahead of the April 17 meeting. The Department to provide the TBPOC/PMT information on the three options being considered for the anchor rod retrofit before the April 17 meeting. 	
5. OTHER BUSINESS		
a. N/A		
Adjourned: 4:02 PM	1	
Aujourneu. 4.02 i wi		

TBPOC CONFERENCE CALL MINUTES

April 11, 2013, 3:00 PM – 4:00 PM

APPROVED BY:	
STEVE HEMINGER, TBPOC Chair Executive Director, Bay Area Toll Authority	Date
Andre Boutros Executive Director, California Transportation Commission	Date
MALCOLM DOUGHERTY Director, California Department of Transportation	Date



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a6

Consent Calendar

Item- TBPOC Meeting Minutes

April 22, 2013 Conference Call Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the April 22, 2013 Conference Call Meeting Minutes.

Attachment(s):

April 22, 2013 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

April 22, 2013, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and

Andre Boutros

<u>PMT Members</u>: Tony Anziano, Andrew Fremier, and Stephen Maller <u>Participants</u>: Ade Akinsanya, Bill Casey, Alan Cavendish-Tribe, Michele DiFrancia, Rich Foley, Andrew Gordon, Ted Hall, Gareth Lacy, Beatriz Lacson, Peter Lee, Marwan Nader, Dina Noel, Bijan Sartipi, Will Shuck, Trish Stoops,

Ken Terpstra, and Mazen Wahbeh

Convened: 4:07 PM

Convened: 4:07 PM		
	Items	Action
1.	CHAIR'S REPORT	
	None given.	
2.	PROGRAM ISSUES	
	a. Seismic Safety Peer Review Panel	
	Response to Benicia-Martinez Report	
	 The Chair noted that the final report has 	The TBPOC to hold on to the Peer
	been received from the Peer Review	Review Panel report until after
	Panel, and queried the members in what	May 8.
	manner the TBPOC should release it	
	and when.	
	b. Legislative Leadership Briefing	
	 The Chair asked whether the TBPOC, as 	W. Shuck to work with
	a committee, should brief DeSaulnier	R. Rentschler in setting up a May
	and colleagues on the anchor rod	1st legislative briefing.
	situation in person in the near future.	
	 When recently offered an update, 	
	DeSaulnier indicated that he is sending	
	staff to the BATA Oversight Committee	
	(OC) meeting on Wednesday, April 24.	
	M. Dougherty reported that a request for a briefing had been received from	
	for a briefing had been received from	
	the Speaker's office, currently pending,	
	which could be given by the TBPOC or PMT.	
	34.5	
	 M. Dougherty suggested giving an update at the Senate Transportation 	
	apaate at the Senate Transportation	

	Items	Action
	hearing. He will keep the other	riction
	members posted on date/time.	
	members posted on date/ time.	
4.	SAN FRANCISCO-OAKLAND BAY	
-	BRIDGE UPDATES	
	a. Status Update on Anchor Rods	
	The Chair referred to the PowerPoint	
	presentation, "Briefing on E2 Anchor	
	Bolts – April 24, 2013", that P. Lee	
	drafted and sent to the TBPOC and PMT	
	members for review and comment. He	
	confirmed that each TBPOC member	
	will present on three key questions, as	
	follows:	
	1. What caused the E2 anchor bolts	
	manufactured in 2008 to fail?	
	Presenter: M. Dougherty	
	2. What retrofit strategy should be	
	used to replace the 2008 anchor	
	bolts?	
	Presenter: A. Boutros	
	3. Should the anchor bolts	
	manufactured in 2010 be replaced?	
	Presenter: S. Heminger	
	 Discussion items included: Page 10 of 	P. Lee to edit slides and send a
	presentation, "Other Issues Raised" –	revised draft to the PMT for
	responding to questions regarding	review tomorrow morning and to
	documentation, second heat treatment,	the TBPOC for final review at
	galvanization, rods ordered late,	noon.
	magnetic particle testing, and design	
	flaws; 2008 replacement bolt general	
	comparison of options; page 20 chart on	
	post-heat treatment QC/QA mechanical	
	tests, similarities between the 2008 and	
	2010 bolts; items expected at May 8	
	briefing, availability of QC/QA results	
	for other anchor bolt locations by May	
	8; Peer Review Panel input; revisions to	
	slides.	C. C. L.
	o Four rods from the 2010 group have	Staff to do the necessary
	been pulled for testing (hardness,	calculations and meet with the
	tensile, etc.). B. Maroney indicated that	TBPOC at 9:00 AM, Wednesday,
	calculations would need to be done to	April 24, to decide on whether
	determine viability of removing two	further testing beyond the four
	additional rods for testing.	rods will be performed.
	 The Chair had no objection to 	

(Continued)

	Items	Action
	T. Anziano inviting an individual, who provided a private analysis and volunteered to help solve the rod problem, to Pier 7 for discussions.	• P. Lee to e-mail the private analysis to the TBPOC.
5.	OTHER BUSINESS a. N/A	

Adjourned: 5:22 PM

TBPOC CONFERENCE CALL MINUTES

April 11, 2013, 3:00 PM – 4:00 PM

APPROVED BY: STEVE HEMINGER, TBPOC Chair Executive Director, Bay Area Toll Authority Andre Boutros Executive Director, California Transportation Commission MALCOLM DOUGHERTY Director, California Department of Transportation Date



TO: Toll Bridge Oversight Committee (TBPOC) DATE: May 1, 2013

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b1

Item - Consent Calendar – Contract Change Orders (CCOs)

SAS Contract - CCO 290 S0 - FAVCO Tower Crane Idle

Time

Recommendation:

APPROVAL

Cost:

SAS CCO 290-S0: \$ 1,146,064.00

Schedule Impacts:

N/A

Discussion:

SAS **CCO 290-S0 for a total of \$1,146,064.00** will provide payment for the idle time of the FAVCO tower crane, T1 erection tower, platforms, stairs, elevator, operators, and maintenance crew from January 3, 2013 through April 15. 2013.

The tower crane and catwalk anchorage removal operation was scheduled to begin in October 2012. Due to a number of contract change orders, including but not limited to: BASE camera installation, cable shroud modifications, tower elevator extension, split collar casting repairs, cable wrapping, cable band bolt replacement, and others, it was decided to delay the removal of the tower crane and catwalk anchorage. The duration of work associated with all the contract changes added three and a half months of idle equipment time to the schedule.

Risk Management:

The 4th Quarter 2012 Risk Register carried Risk ID #127.1 "Extended use of Catwalk" to account for the extended use of temporary works to complete change order work such as the cable bands. The amount of this change is within the \$1 million to \$10 million contemplated for this issue.





Attachment(s):

- 1. Draft SAS CCO 290-S0
- 2. Draft SAS CCO 290-S0 CCO Memo

CONTRACT CHANGE ORDER Engineer CCO: 290 Suppl. No. Contract No. 04 - 0120F4 Road SF-80-13.2/13.9 FED. AID LOC .: AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE To:

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for

Description of work to be done, estimate of quantities and prices to be pa Unless otherwise stated, rates for rental of equipment cover only such tir percentage shown is the net accumulated increase or decrease from the

DRAFI

count.) ast

Extra Work at Lump Sum:

this contract.

Provide for extended use and standby time of FAVCO tower crane, T1 erection tower, platforms, stairs, elevator, operators, and maintenance crew from January 3, 2013, through April 15, 2013, due to the delayed removal resulting from a number of electrical, tower and cable related change orders.

For this work, the Contractor will receive a lump sum price of \$1,146,064.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

NOTE: This change order is not effective until approved by the Engineer.

Extra Work at Lump Sum.......\$1,146,064.00

	Estimated Cost:	Increase 🔼 Decrease 🗌	\$1,146,064.00
By reason of this order the time of compl	letion will be adjusted as follows: 0 Days		
Submitted by			
Signature	Resident Engineer		
		William Casey, Supervising T.E.	Date
Approval Recommended by			
Signature	Program Manager		
		Tony Anziano, Program Manager	Date
Engineer Approval by			
Signature	Program Manager		
		Tony Anziano, Program Manager	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: Tony Anziano, Program Manager /					FILE:	E.A.	04 - 0120F4	
FROM: Darryl Schram, Senior TE				CO-R1	E-PM D. NO.	SF-80-13.2/13.9 No		
CCO#: 290 SUPPLEMENT#: 0 Category Code: BZZZ				Code: BZZZ	CONTING	GENCY	BALANCE (incl. this char	nge) \$85,275,729.04
COST: \$1,146,064.00 INCREASE ✓ DECREASE				DECREASE	HEADQL	IARTER	S APPROVAL REQUIRE	D? ✓ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00				\$0.00			ST IN ACCORDANCE WI AL DOCUMENTS?	TH ✓ YES □ NO
CCO DESCRIPTI	ON:				PROJEC	T DESC	RIPTION:	
Indirect Cost for S	Support Ed	quipment			CONSTR	CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE		
Original Contract Time: Time Adj. This Change: Previously Approved C Time Adjustments:			co		tage Time Adjusted: ng this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)		
2490	Day(s)	0	Day(s)	501 Da	ay(s)		20 %	3

DATE: 4/18/2013

Page 1 of 2

THIS CHANGE ORDER PROVIDES FOR:

Providing for extended use and standby time of FAVCO tower crane, T1 erection tower, platforms, stairs, elevator, operators, and maintenance crew from January 3, 2013, through April 15, 2013, due to the delayed removal resulting from a number of electrical, tower and cable related change orders.

The October 2012 schedule shows that had it not been for the Contract Change Orders (CCO) listed below, the tower crane removal could have started immediately after the catwalk anchorage removal on January 3, 2013.

CCO - Description

72 - Cable electrical

72s1 - Additional cable electrical

85 - Elevator details

96 - Field site work

150s1 - Base camera installation

167 - Replace metal halide lights with LEDs

170 - Wrapping wire welding

174 - Misc. elevator details

174s1 - Additional misc. elevator details

185s1 - Cable shroud modification

187 - MEP/structural interferences

202 - Additional Access at the East End

203s1 - Tower suspender/elevator

203s2 - Tower elevator extension

223 - Split collar assembly conflict

223s1 - Split collar casting repairs

228s2 - Bikepath leveling (PP 103 to Hinge A)

240s2 - Suspender socket shim orientation

255 - Paint suspender ropes

263 - Cable wrapping

267 - Tower saddle ladder

269 - Cable modifications

284 - Addl shims for B14 cable bands

291 - Cable band bolt replacement

The April 15, 2013 4-Week Rolling Schedule, which includes the impacts of various CCOs listed above, shows the removal of the Favco crane and related equipment commencing on April 15, 2013. These changes extended the duration of work by approximately 3.5 months, requiring the Favco crane, T1 erection tower, and related equipment to be in place until the change order work was completed, thereby causing 3.5 months of standby time.

Of the CCOs listed above, only CCOs 72S1, 202, 267, and 291 include compensation for the Favco crane and operator. The idle time cost of the Favco and the operator paid for in those change orders was accounted for in this change order to avoid a double payment.

CONTRACT CHANGE ORDER MEMORANDUM

EA: 0120F4 CCO: 290 - 0

DATE: 4/18/2013

Page 2 of 2

The total cost of this change order is \$1,146,064.00 lump sum, which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order will obtain concurrence from William Casey (Supervising TE), Ken Terpstra (Project Manager), Tony Anziano (Program Manager), and Rich Foley (HQ Oversight). Design and Maintenance concurrence are not required.

Toll Bridge Program Oversight Committee (TBPOC) approval is pending.

CONCURRED BY:		ESTIMATE OF COST
Construction Engineer: William Casey, Sup TE	Date	THIS REQUEST TOTAL TO DA
Bridge Engineer: Project Engineer:	Date Date	ITEMS
Project Manager: Proj Manager, Ken Terpstra	Date	ADJUSTMENT \$0.00 \$0.
FHWA Rep.:	Date	TOTAL \$1,146,064.00 \$1,146,064.0 FEDERAL PARTICIPATION
Environmental:	Date	PARTICIPATING PARTICIPATING IN PART ✓ NONE
Other (specify): HQ, Rich Foley	Date	NON-PARTICIPATING (MAINTENANCE) NON-PARTICIPATING
Other (specify): TB Program Manager, Tony A	Anzian Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
District Prior Approval By:	Date	☐CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS
HQ (Issue_Approve) By:	Date	FEDERAL FUNDING SOURCE PERCENT
Resident Engineer's Signature:	Date	



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b2

Item- Consent Calendar – Contract Change Orders (CCOs)

Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 184-S0 -

YBI Tunnel Polyester Concrete Overlay

Recommendation:

APPROVAL

Cost:

CCO 184-S0 \$2,300,000.00 (NOT TO EXCEED) - *BATA Rehab. Funds

Schedule Impacts:

N/A

Discussion:

CCO 184-S0 in the amount NOT TO EXCEED \$2,300,000.00 will provide for placing a ³/₄" thick polyester concrete overlay on both the upper and lower decks of the YBI Tunnel. Along with placing the overlay, the work includes removing the existing deck surface, replacing any unsound concrete, replacing existing joint seals and rebuilding an existing expansion joint. The work will be performed under the YBITS1 contract in order to have it completed prior to the opening of the new east span.

The overlay will be placed over 1,215 LF of the 5-lane upper deck and 1,000 LF of the 5-lane lower deck covering approximately 131,000 square feet.

Risk Management:

Funding for the YBI tunnel overlay is provided by the Bay Area Toll Authority under their Toll Bridge Rehabilitation Program separate from the Toll Bridge Seismic Retrofit Program. As such, no risk management discussion is required.

^{*}Pending BATA Budget Approval in June 2013.



Memorandum

Attachment(s):

1. Draft CCO: 184-S0

2. Draft CCO Memo: 184-S0

Change Requested by:

CONTRACT CHANGE ORDER

ССО	184	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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CCO 184	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. NOTE: This change order is not effective until approved by the Engineer.

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Perform deck joint repairs, grinding and polyester concrete overlay per plans, "YBI Tunnel Overlay Sheets 1 and 2" (attached Sheet Nos. 3 and 4 of this change order).

The Engineer may also direct grinding, repair, preparation and overlay for additional nearby areas.

Work shall be performed in accordance with the Section 10-1.69, "Polyester Concrete Overlay", of the Contract Special Provisions.

Work shall be done in accordance with schedule perimeters as directed by the Engineer. The lump sum prices within this CCO are based on the following assumed schedule, any changes in this schedule will be subject to a corresponding adjustment in compensation:

The work associated with this change order (including temporary striping and pavement marking) shall be performed during night shift lane closures prior to the full closure, which is currently scheduled to begin August 28, 2013. This schedule anticipates that there are significant electrical and other work activities, including replace the lighting in the same tunnel (both decks), that will cause limitations and delays in access for the operations required to complete this change order. The coordination by the Contractor as required to complete all these activities by August 28, 2013, is included in the prices for this change order.

Extra Work at Force Account:

Apply temporary striping and markers.

Traffic control and lane closures.

SWPP measures (including BMP's, Best Management Practices, and management of stockpiled grindings).

Estimate of Extra Work at Force Account = \$100,000.00

Extra Work at Unit Price:

Mobilization for this operation	LS @ \$	= \$	
Grind and Remove Existing PCC Surface 19 mm	12,179 M2 @ \$	/ M2 = \$	
Remove Unsound Concrete and Patch with Rapid Setting Concrete	19 M3 @ \$	/M3 = \$	
Prepare Concrete Pavement Surface			
(including shot blasting and placing methacrylate resin prime coat)			
and placing polyester concrete	12,179 M2 @ \$	/ M2 = \$	
Furnish Concrete Polyester Overlay	290 M3 @ \$	/ M3 = \$	_
Bridge Removal (Portion)	2 M3 @ \$	/ M3 = \$	_
Structure Concrete (Bridge Deck)	2 M3 @ \$	/ M3 = \$	_
Bar Reinforcing Steel	152 KG @ \$	/ KG = \$	
Expansion Joint Seal MR = 2 inches	25 M @ \$	/ M = \$	_
Expansion Joint Seal MR = 1/2 inch	870 M @ \$	/ M = \$	
Sawcut Cold Joint	1468 M @ \$	/ M = \$	

Extra Work at Unit Price = \$2,200,000.00 (NOT TO EXCEED)

CONTRACT CHANGE ORDER

Change Requested by:

Engineer

CCO 184	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

	Estimated Cost: Increase 🗸 Decrease 🗌 \$2	300,000.00				
By reason of this order the time of completion will be adjusted a	s follows: 0 days					
Submitted by						
Signature	Resident Engineer	Date				
	William Howe, Senior R.E.					
Approval Recommended by						
Signature	Region Construction Division Chief	Date				
	Tony Anziano					
Engineer Approval by						
Signature	Region Construction Division Chief	Date				
	Tony Anziano					

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: Deanna Vi	lcheck, A0	CM /			FILE:	E.A.	04 - 0120S4	
					CO-RT	E-PM	SF-80-12.7/13.2	
FROM: William	Howe, Se	nior R.E.			FED). NO.	NO FED AID	
CCO#: 184	SUPPLI	EMENT#: 0	Categor	y Code: CJPX	CONTING	GENCY	BALANCE (incl. this chan	ge) \$35,906,276.15
COST: \$2,300,000.00 INCREASE ✓ DECREASE ☐ HEADQUARTE						IARTER	S APPROVAL REQUIRE	D? ✓ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00 IS THIS REQUEST IN ACCOUNT ENVIRONMENTAL DOCUME						TH ✓ YES □ NO		
CCO DESCRIPTI	ION:				PROJECT DESCRIPTION:			
Polyester Conc.Overlay YBI Tunnel					YBITS-1	YBITS-1 (Yerba Buena Island Transition Structures)		
Original Contract Time: Time Adi. This Change: Previously Approve				Previously Approved C Time Adjustments:	СО		tage Time Adjusted: ng this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390	Day(s)	0	Day(s)	0 Da	ay(s)		0 %	9

DATE: 4/29/2013

Page 1 of 1

THIS CHANGE ORDER PROVIDES FOR:

This change order provides for performing deck joint repairs, grinding and polyester concrete overlay per plans, "YBI Tunnel Overlay Sheets 1 and 2", (attached sheet Nos. 3 and 4 of this change order).

This contract calls for the construction of the Yerba Buena Island Transition structures of the east span of the new San Francisco Oakland Bay Bridge (SFOBB). The existing Yerba Buena Island Tunnel is adjacent to the project site, with existing upper and lower concrete decks overlain by epoxy asphalt concrete. The riding surface is distressed with numerous failures in the asphalt concrete overlay. To provide a better riding surface and reduce the dead load on the support system, the existing overlay will be removed and replaced with a thinner, lighter, and more durable polyester concrete. This work is being done at the request of the Caltrans' Maintenance Department, which has responsibility for the upkeep of the tunnel. The overlay will also allow new bridge and existing deck surfaces to create a uniform riding surface, which will provide consistent traction and better lane line differentiation.

This change order provides for compensating the Contractor at Agreed Unit Prices for an amount of \$2,200,000.00 (NOT TO EXCEED) for the work. The additional miscellaneous work required in this change order shall be paid as Extra Work at Force Account at an estimated cost of \$100,000.00. The total amount estimated for this change order is \$2,300,000.00 (NOT TO EXCEED), which will be financed through the Maintenance Department BATA funding. A detailed cost analysis for this change order is on file in the project records.

No adjustment in contract time of completion is warranted as this change does not affect the controlling operation.

This change was requested by Ken Brown, Office Chief, Structures Maintenance and Investigations, on March 11, 2013. Maintenance concurrence will be obtained from Lina Ellis, Structures Maintenance, for the final version of the CCO before issuing.

This change order has been approved by TBPOC, on xxxxxxxxx.

CONCURRED BY:			ESTIMATE OF COST			
Construction Engineer:	William Howe	Date		THIS REQUEST	TOTAL TO DATE	
Bridge Engineer:	Mehran Ardakanian	Date	ITEMS FORCE ACCOUNT	\$0.00 \$100,000.00	\$0.00 \$100,000.00	
Project Engineer:	Bob Zandipour, Design	Date	AGREED PRICE	\$2,200,000.00	\$2,200,000.00	
Project Manager:	Ken Terpstra	Date	ADJUSTMENT	\$0.00	\$0.00	
FHWA Rep.:		Date	TOTAL	\$2,300,000.00	\$2,300,000.00	
Environmental:		Date		FEDERAL PARTICIPATION		
Other (specify):	Lina Ellis, Str. Maintenance	Date	PARTICIPATING NON-PARTICIPATIN	PARTICIPATING IN PART	✓ NONE ON-PARTICIPATING	
Other (specify):		Date	FEDERAL SEGREGATION	DN (if more than one Funding So	urce or PIP type)	
District Prior Approval By	<i>r</i> :	Date	CCO FUNDED PER C	,	NDED AS FOLLOWS	
HQ (Issue Approve) By:		Date	FEDERAL FUNDING SOURCE PERCENT			
Resident Engineer's Signature:		Date				





TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b3

Item- Consent Calendar – Contract Change Orders (CCOs)

Oakland Touchdown 2 (OTD2) CCO 601-S2 -Toll Plaza Demo &

Landscaping Preparation

Recommendation:

APPROVAL

Cost:

CCO 601-S0	\$ 30,000.00	Issued March 2012	BATA Rehab. Funds
CCO 601-S1	\$ 249,492.10	Issued April 2013	BATA Rehab. Funds
CCO 601-S2	\$1,200,000.00	(NOT TO EXCEED)	BATA Rehab. Funds

Schedule Impacts:

N/A

Discussion:

CCO 601-S2 in the amount NOT TO EXCEED \$1,200,000.00 will provide for constructing a new landscaping area between the new Tow Service Bldg. and Toll Operations Bldg. within the center median of the SFOBB Toll Plaza. The work will be performed under the OTD2 contract in order to have it completed prior to the opening of the new east span.

The work includes removing existing concrete, excavating 5,000 CY of roadway, installing 1,000 LF of concrete barrier, placing new sidewalk, curbs, drainage and irrigation, hot mix asphalt paving and importing 2,000 CY of topsoil. A separate landscaping contract will place the actual planting planned for the area. Previously issued CCO 601-S0 and S1 provided for utility relocations and the removal of an existing foundation and vaults within the landscaping area.

Risk Management:

Funding for the Toll Plaza landscape area is provided by the Bay Area Toll Authority under their Toll Bridge Rehabilitation Program separate from the Toll Bridge Seismic Retrofit Program. As such, no risk management discussion is required.



Memorandum

Attachment(s):

- 1. Draft CCO: 601-S2
- 2. Draft CCO Memo: 601-S2
- 3. Approved CCO's No. 601-S0 & S1

CONTRACT CHANGE ORDER

Change Requested by:

: Engineer

CCO: 601 Suppl. No. 2 Contract No. 04 - 0120M4 Road 04-ALA-80-1.6/2.7 FED. AID LOC.: NO FED AID

To: FLATRION WEST INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract.

NOTE: This change order is not effective until approved by the Engineer.

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Incorporate into the Contract, the improvements to the Toll Plaza Median as shown on Pages No. 3 through 18 of this change order.

Extra Work at Force Account:

Perform the following work as shown on Pages 3 through 18 of this change order and as determined by the Engineer:

- 1. Furnish and install all drainage and irrigation items.
- 2. Furnish and place all temporary railing (Type K).
- 3. Perform all roadway excavation and provide for the disposal of the excavated material.
- 4. Furnish and place all Class 2 aggregate base and decomposed granite.
- 5. Perform all cold plane AC pavement work.
- 6. Remove all crash cushions, chain link fence, manholes, MBGR, bollards and gates.
- Salvage all temporary railing (Type K).

Estimated Cost of Extra Work at Force Account \$600,000.00 (Not to Exceed)

Extra Work at Lump Sum:

Perform the following work as shown on Pages 3 through 18 of this change order:

- 1. Furnish and install all roadside signs.
- 2. Furnish and install the chain link gate (Type CL 1.2).
- 3. Install all concrete barriers (Type 60S & 60SC).
- 4 Install all concrete curbs, curb ramps and sidewalks.
- 5. Place all hot mix asphalt (Type A & OGAC) including all tack coats and asphalt emulsion.
- 6. Furnish and place all imported top soil.

For this work, the Contractor shall be compensated an agreed lump sum (Not to Exceed) \$600,000.00 which constitutes full and final compensation, including all markups, complete in place.

Cost of Extra Work at Agreed Lump Sum \$600,000 (Not to Exceed)

All concrete removal pertaining to the removal of the foundations, vaults, fill box, curbs and sidewalks shall be considered as included in the compensation provide under Change Order No. 601, Supplement No. 1 and no additional compensation shall be provided under this change order for that work.

CONTRACT CHANGE ORDER

Change Requested by:

Engineer

cco: 601	Suppl. No. 2	Contract No. 04 - 0120M4	Road 04-ALA-80-1.6/2.7	FED. AID LOC.: NO FED AID

	Estimated Cost: Increase ✓ Decrease :	\$1,200,000.00
By reason of this order the time of co	mpletion will be adjusted as follows: 0 days	
Submitted by		
Signature	Resident Engineer JEANNIE BALDERRAMOS	Date
Approval Recommended by		
Signature	Area Construction Manager DEANNA VILCHECK	Date
Engineer Approval by		Table Co.
Signature	Region Construction Division Chief TONY ANZIANO	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

(Print name and title)	Date
	(Print name and title)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM Page 1 of 2 FILE: 04 - 0120M4 E.A. TO: DEANNA VILCHECK / JEANNIE BALDERRAMOS CO-RTE-PM 04-ALA-80-1.6/2.7 FROM: JEANNIE BALDERRAMOS FED. NO. NO FED AID CONTINGENCY BALANCE (incl. this change) Category Code: CJPJ SUPPLEMENT#: \$10,553,059.46 CCO#: 601 INCREASE DECREASE HEADQUARTERS APPROVAL REQUIRED? YES NO COST: \$1,200,000.00 IS THIS REQUEST IN ACCORDANCE WITH YES NO SUPPLEMENTAL FUNDS PROVIDED: \$0.00 **ENVIRONMENTAL DOCUMENTS?** PROJECT DESCRIPTION: CCO DESCRIPTION: CONSTRUCT BRIDGES AND ROADWAY, AND ELECTRICAL SYSTEM Improvements to Toll Plaza Median Previously Approved CCO Percentage Time Adjusted: Total # of Unreconciled Deferred Time Time Adj. This Change: Original Contract Time: CCO(s): (including this change) (including this change)

DATE: 2/18/2013

THIS CHANGE ORDER PROVIDES FOR:

1140 Day(s)

Constructing a future landscaping area at the San Francisco Oakland Bay Bridge Toll Plaza median.

Day(s)

This contract, the Oakland Touchdown 2 (OTD2) provides for the construction of the last remaining concrete box girder frame of the Oakland Touchdown structure and the construction of the remaining eastern roadway approach as part of the new east span of the San Francisco Oakland Bay Bridge (SFOBB).

188 Day(s)

16 %

At the request of the Bay Area Toll Authority and as approved by the Toll Bridge Program Oversight Committee, this change order will provide for constructing a new landscaping area between the new Tow Service Bldg. and Toll Operations Bldg. within the center median of the SFOBB Toll Plaza. The work will be performed under the OTD2 contract in under to have it completed prior to the opening of the new east span currently planned for the fall of 2013.

The work includes removing existing asphalt concrete, excavating 5,000 CY of roadway, installing 1,000 LF of concrete barrier, placing new sidewalk, curbs, drainage and irrigation, performing hot mix asphalt paving and importing 2,000 CY of topsoil. A separate landscaping contract will place the actual planting planned for the area. Previously issued CCO 601-S0 and S1 provided for utility relocations and the removal of an existing foundation and vaults within the landscaping area.

Compensation for this work shall be paid as both extra work at an agreed lump sum (Not To Exceed) \$600,000.00 and extra work at force at a cost (Not To Exceed) \$600,000.00. The total estimated change order cost of (Not To Exceed) \$1,200,000.00 shall be financed from the contract's contingency funds and shall be reimbursed through the Bay Area Toll Authority's Toll Bridge Rehabilitation Program as approved by the TBPOC. A cost estimate is on file.

No adjustment of contract time is required as the work will not affect the controlling operation.

(Maintenance concurrence required)

EA: 0120M4 CCO: 601 - 2

DATE: 2/18/2013

Page 2 of 2

CONCURRED BY:				ESTIMATE OF COST	
Construction Engineer:	JEANNIE BALDERRAMOS	Date		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:		Date	FORCE ACCOUNT	\$0.00 \$600,000.00	\$0.00 \$630.000.00
Project Engineer:	RAFAEL RAVELO	Date	AGREED PRICE	\$600,000.00	\$849,492.10
Project Manager:	KEN TERPSTRA	Date	ADJUSTMENT	\$0.00	\$0.00
FHWA Rep.:		Date	TOTAL	\$1,200,000.00	\$1,479,492.10
Environmental:	NIDAL TUQAN, PM	Date		FEDERAL PARTICIPATION	
Other (specify):	JAIME GUTIERREZ SR DGN EN	NG Date	PARTICIPATING NON-PARTICIPATIN	PARTICIPATING IN F	PART NONE NON-PARTICIPATING
Other (specify):	LINA ELLIS, STRUCT MAINT.	Date	FEDERAL SEGREGATIO	200 May 27 A20 %	ing Source or P.I.P. type)
District Prior Approval E	ly:	Date	CCO FUNDED PER C	에 다. 	CO FUNDED AS FOLLOWS
HQ (Issue Approve) By	T.	Date	FEDERAL FUNDING S	SOURCE	PERCENT
Resident Engineer's Sig	gnature:	Date	70-110		
l					

CONTRACT CHANGE ORDER

Change Requested by:

Engineer

CCO: 601

Suppl. No. 0

Contract No. 04 - 0120M4 Road 04-ALA-80-1.6/2.7

FED. AID LOC .: NO FED AID

FLATRION WEST INC To:

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. NOTE: This change order is not effective until approved by the Engineer.

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Perform electrical modifications per attached plan and as directed by the Engineer to allow removal and demolition of slab on grade and removal of subgrade.

Estimated cost of Extra Work at Force Account\$30,000.00

M.S.	Estimated Cost: Increase 🗹 Decrease	\$30,000.00
By reason of this order the time of com	pletion will be adjusted as follows: 0 days	
Submitted by		
Signature / 1Bald	Resident Engineer JEANNIE BALDERRAMOS	Date 3-6-13
Approval Recommended by		
Signature ABale	Construction Engineer JEANNIE BALDERRAMOS	Date 3-6-13
Engineer Approval by		
Signature Albulu	Construction Engineer JEANNIE BALDERRAMOS	3-28-P
We the undersigned contractor, have give equipment, furnish the materials, except a as full payment therefor the prices shown	on careful consideration to the change proposed and agree, if this proposal is approved may otherwise be noted above, and perform all services necessary for the work all above.	red, that we will provide all bove specified, and will accept
NOTE: If you, the contractor, do not sign proceeding with the ordered work and	gn acceptance of this order, your attention is directed to the requirements of the filing a written protest within the time therein specified.	he specifications as to
Contractor Acceptance by		
Signature //////	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DATE: 11/20/2012 Page 1 of 1 CONTRACT CHANGE ORDER MEMORANDUM FILE: 04 - 0120M4 TO: DEANNA VILCHECK / JEANNIE BALDERRAMOS CO-RTE-PM 04-ALA-80-1.6/2.7 FROM: JEANNIE BALDERRAMOS FED. NO. NO FED AID SUPPLEMENT#: Category Code: CDPJ CONTINGENCY BALANCE (incl. this change) CCO# 601 \$61,230,18 INCREASE V DECREASE HEADQUARTERS APPROVAL REQUIRED? YES NO COST: \$30,000.00 IS THIS REQUEST IN ACCORDANCE WITH YES NO SUPPLEMENTAL FUNDS PROVIDED: \$0.00 **ENVIRONMENTAL DOCUMENTS?** PROJECT DESCRIPTION: CCO DESCRIPTION: CONSTRUCT BRIDGES AND ROADWAY, AND ELECTRICAL SYSTEM Electr. Work Prior to Demo @ Toll Plza Previously Approved CCO Percentage Time Adjusted: Total # of Unreconciled Deferred Time Original Contract Time: Time Adj. This Change: Time Adjustments: (including this change) CCO(s): (including this change) 0 Day(s) Day(s)

THIS CHANGE ORDER PROVIDES FOR:

1140 Day(s)

Electrical work modifications required prior to demolition of Toll Plaza Maintenance Building including slab, paving, and curbs.

0

0 %

The Oakland Touchdown 2 (OTD2) completes the Oakland Mainland connector of the east span of the San Francisco Oakland Bay Bridge (SFOBB). The project is about 3,200 meters in length with a new eastbound structure comprised of concrete box girder bridge, approximately 26 meters wide, 40 meters high and 140 meters in length. Also included is 2,260 meters of striping and overlay on existing structures and 1,000 meters of striping and paving of roadway.

Prior to demolition and removal of slab on grade and subgrade of Toll Plaza Maintenance Building, it is necessary to perform electrical modifications to maintain high mast lighting and pumps operational. Compensation for this work shall be paid as extra work at force account at an estimated cost of \$30,000.00, which shall be financed from the contract's contingency funds supplemented by BATA for this portion of the work. A cost analysis is on file.

No adjustment of contract time is warranted as this work will not affect the controlling operation.

Maintenance concurrence is not required as this change doesn't affect any permanent roadway features.

11.5.

CONCURRED BY:	0			ESTIMATE OF COST	
Construction Engineer	JEANNIE BALDERRAMOS	Date 3-13-17	3	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	1100	Date	FORCE ACCOUNT	\$0.00	\$0.00
Project Engineer:	RAFAEL RAVELO	Date 3 13	AGREED PRICE	\$30,000.00 \$0.00	\$30,000.00 \$249,492.10
Project Manager	KEN TERPSTRA	Date 03 -/ 3-1	3ADJUSTMENT	\$0.00	\$0.00
FHWA Rep.:		Date	TOTAL	\$30,000.00	\$279,492.10
Electuro	Wit BOOZARPOUR	Date 0 3 - 20-1	2	FEDERAL PARTICIPATION	
Other (specify):	JAIME GUTIERREZ Sr. Dgn Engr		PARTICIPATING	PARTICIPATING IN PA	NON-PARTICIPATING
Other (specify): PM District Prior Approva		Date Date	FEDERAL SEGREGATION		g Source or P.I.P. type) FUNDED AS FOLLOWS
HQ (Issue Approve)	Зу:	Date	FEDERAL FUNDING	SOURCE	PERCENT
Resident Engineer's S	Signature	Date			
-)-	11 alden	-325/3			

CONTRA	CT CHANG	E ORDER		Change Requested by: Engineer
CCO: 601	Suppl. No. 1	Contract No. 04 - 0120M4	Road 04-ALA-80-1.6/2.7	FED. AID LOC.: NO FED AID
You are direct	TRION WEST IN ted to make the for for this contract.	ollowing changes from the plan	s and specifications or do the fo	llowing described work not included in the plans and d by the Engineer.
force accoun	t) Unless otherw	ise stated, rates for rental of eq	uipment cover only such time as	ween additional work at contract price, agreed price and s equipment is actually used and no allowance will be from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Demolition and removal of the Caltrans Maintenance Building elevated slab and below grade footings and foundations as directed by the Engineer.

For this work, the Contractor will be paid the sum of \$249,492.10, this sum constitutes full compensation, including markups, for this change. All work shall be performed in accordance with Special Provisions, Standard Specification and as deemed necessary by the Engineer in the field.

Cost of Extra Work at Agreed Lump Sum\$249,492.10

	Estimated Cost: Increase	\$249,492.10
By reason of this order the time of completion will be adju-	sted as follows: 0 days	
Submitted by		
Signature Maldum	Resident Engineer JEANNIE BALDERRAMOS	Date 3-8-201
Approval Recommended by		
Signature Dama Ven	Area Construction Manager DEANNA VILCHECK	Date/8/13
Engineer Approval by		
Signature Olema Vilina	Area Construction Manager DEANNA VILCHECK	Pate/16/13
We the undersigned contractor, have given careful considerat equipment, fumish the materials, except as may otherwise be as full payment therefor the prices shown above.	ion to the change proposed and agree, if this proposal is approved noted above, and perform all services necessary for the work abo	l, that we will provide all ve specified, and will accept
NOTE: If you, the contractor, do not sign acceptance of to proceeding with the ordered work and filing a written pro	his order, your attention is directed to the requirements of the test within the time therein specified.	specifications as to
Contractor Acceptance by	A Control of the Cont	
Signature	(Print name and title)	Date
The state of the s	T. WHILLOS	111017013

					-		
CCO DESCRIPTION Demolition of Toll Plant		aintenance				DJECT DESCRIPTION: NSTRUCT BRIDGES AND ROADW	VAY, AND ELECTRICAL SYSTEM
Original Contract Time	:	Time Adj. This Cl	nange:	Previously Approv Time Adjustments		Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1140 Da	ay(s)	0	Day(s)	0	Day(s)	0 %	0

THIS CHANGE ORDER PROVIDES FOR:

CCO#:

COST:

601

Demolition and removal of the Caltrans Maintenance Building elevated slab and below grade footings and foundations as directed by the Engineer.

The Oakland Touchdown 2 (OTD2) completes the Oakland Mainland connector of the east span of the San Francisco Oakland Bay Bridge (SFOBB). The project is about 3,200 meters in length with a new eastbound structure comprised of concrete box girder bridge, approximately 26 meters wide, 40 meters high and 140 meters in length. Also included is 2,260 meters of striping and overlay on existing structures and 1,000 meters of striping and paving of roadway.

In preparation for future landscaping on another contract, the Contractor shall demolish and remove the elevated slab and below grade footings and foundations of the Toll Plaza Maintenance Building. Compensation for this work shall be paid as extra work at agreed lump sum of \$249,492.10, which shall be financed from the Contract's contingency fund. A cost analysis is on file.

No adjustment of contract time is warranted as this work will not affect the controlling operation.

Maintenance concurrence is not required as this change doesn't affect any permanent roadway features.

CONCURRED BY:		ESTIMATE OF COST
Construction Engineer: JEANNIE BALDERRAMOS	Date 3/7/12	THIS REQUEST TOTAL TO DATE
Bridge Engineer: GARY J LAI	Date 3/5/13	TEMS \$0.00 \$0.00 FORCE ACCOUNT \$0.00 \$30.000.00
Project Engineer: RAFAEL RAVELO	Date 4 16 13	FORCE ACCOUNT \$0.00 \$30,000.00 AGREED PRICE \$249,492.10 \$249,492.10
Project Manager: KEN TERPSTRA	Date 4 (6/13	ADJUSTMENT \$0.00 \$0.00
FHWA Rep.:	Date	TOTAL \$249,492.10 \$279,492.10
Environmental:	Date	FEDERAL PARTICIPATION
Other (specify): JAIME GUTIERREZ SR DGN ENG	Date 4 15/13	 PARTICIPATING □ PARTICIPATING IN PART ☑ NON-PARTICIPATING ☑ NON-PARTICIPATING
Other (specify): NIDAL TUQAN, PM	Date 4/1/15	
District Prior Approval By:	Date //	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type) CCO FUNDED PER CONTRACT CCO FUNDED AS FOLLOWS
HQ (Issue Approve) By: LARRY SALHANEY	Date 3 8 13	FEDERAL FUNDING SOURCE PERCENT
Resident Engineer's Signature:	Date	
Jo Balan	3/8/13	

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Memorandum

TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Rich Foley, Assistant Risk Manager Toll Bridge Program, Caltrans

RE: Agenda No. – 3a

Item – Progress Reports

First Quarter 2013 Risk Management Update

Action:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

An overview of the 1st Quarter 2013 risk management results, "Risk Management Briefing, First Quarter 2013" will be presented at the TBPOC meeting on May 9. Attached is a copy of the presentation.

Attachment(s):

Risk Management Briefing, First Quarter 2013





Risk Management Briefing First Quarter 2013



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

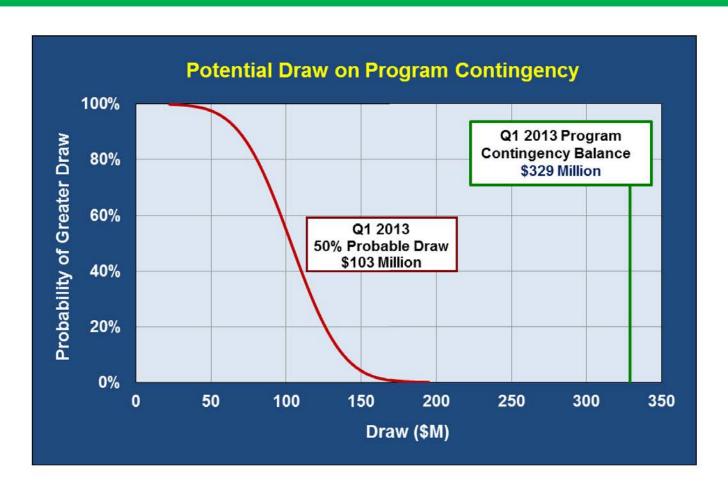
Toll Bridge Program Oversight Committee Meeting May 9, 2013

Outline

Q1 2013 Risk Management Results Adequacy of Reserves

Look Ahead to Q2 2013

Summary of Q1 2013 Cost Risk Results Adequacy of Reserves



Notes:

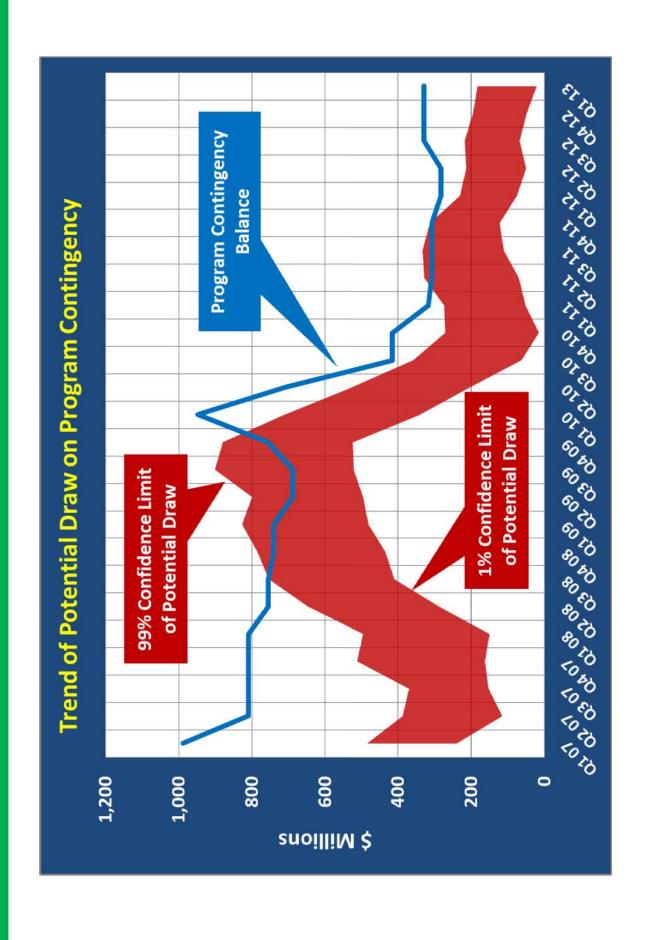
- 1) Proposed architectural enhancements and project improvements are excluded unless approved by the TBPOC.
- 2) Program Contingency may be used for other beneficial purposes that to cover risk.

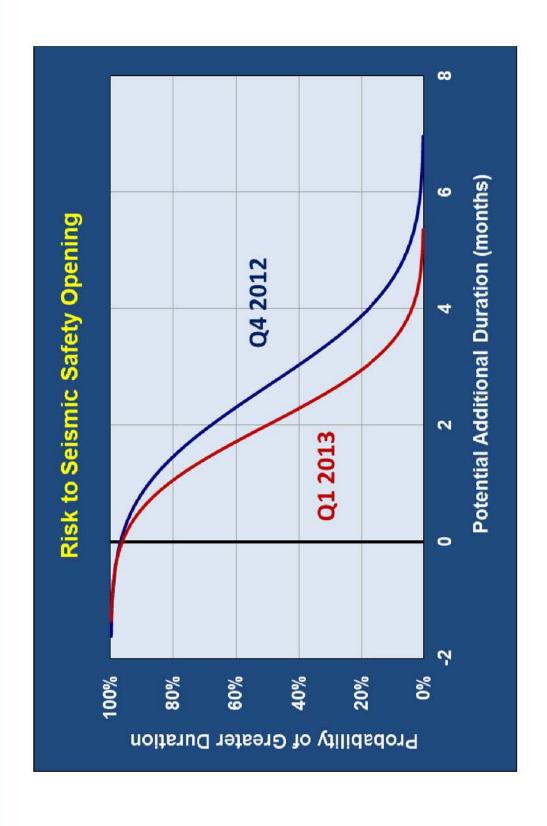
 Therefore, the potential draw chart may not necessarily represent a forecast of the future balance of Program Contingency funds.

Summary of Q1 2013 Risk Results

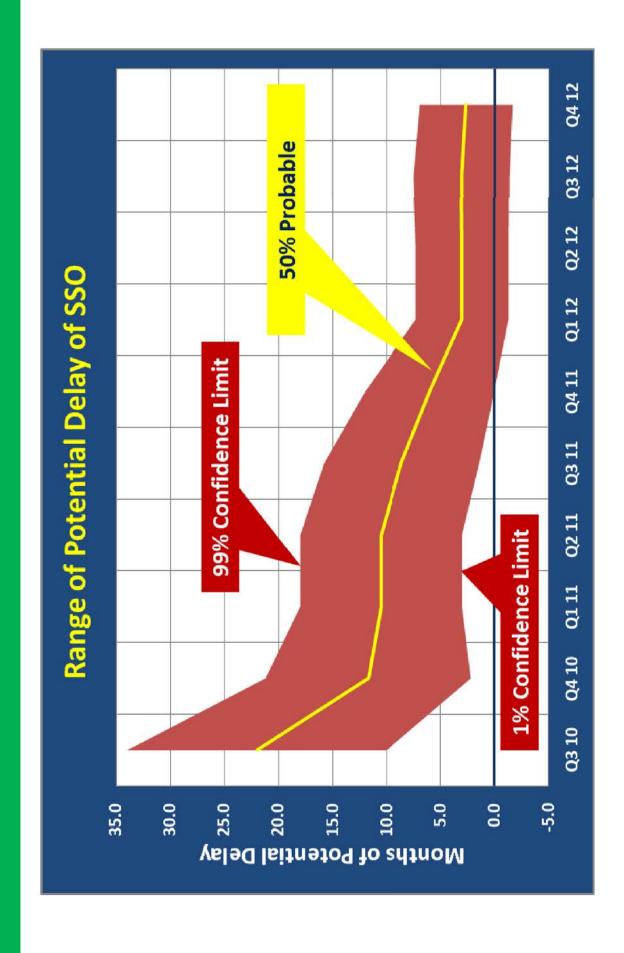
- 1. Remaining Program Contingency is sufficient to cover the cost of currently identified risks with a high degree of confidence. The 50% probable remaining Program Contingency is \$226 million.
- 2. The Potential Draw on Program Contingency ranges from about \$25 million to \$175 million. The current TBPOC approved Program Contingency balance is \$329 million.
- 3. The 50% probable remaining Program Contingency has increased by about \$19 million this quarter.
- 4. This positive change is primarily due a cost savings of \$10 million on the Dumbarton COS budget and a transfer of over \$9 million from Supplemental Work on YBITS1 to the project contingency.
- 5. The schedule risks have decreased slightly this quarter. At this time the impact of the bolts issue to seismic safety opening is unknown, but it should be recognized that this issue could have an
- "elevator to the top," "pigtail" removal, etc.) are included in the Potential Draw Curve -- refer to the 6. Corridor enhancements earlier approved by the TBPOC (e.g., OTD Detour, YBITS1 acceleration, Risk Management Report, Section 11, "Watch List," Table 1.
- the bridge) are currently being considered by the TBPOC and, if approved, will be reflected in the future quarters' Potential Draw Curve -- refer to the Risk Management Report, Section 11, "Watch 7. Additional enhancements (e.g., preservation of a significant section of the 504' or 288' portion of

Program Contingency Trend

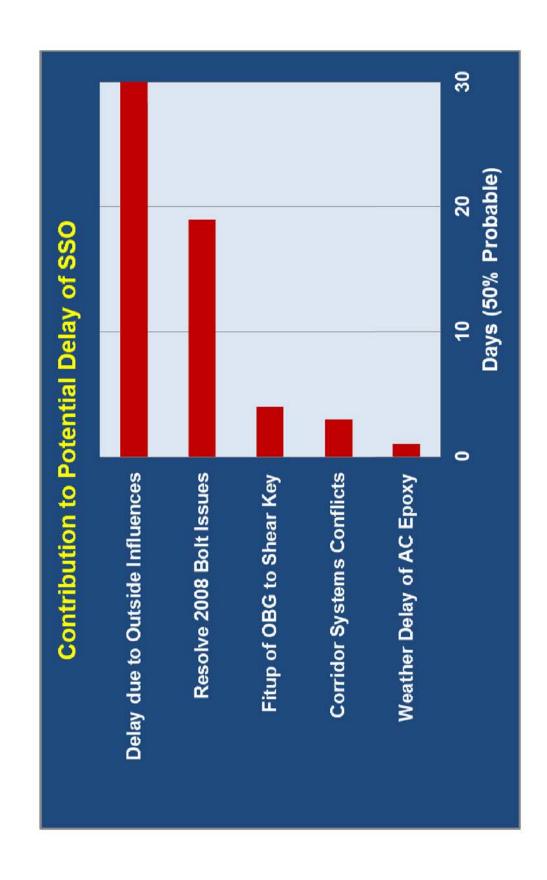




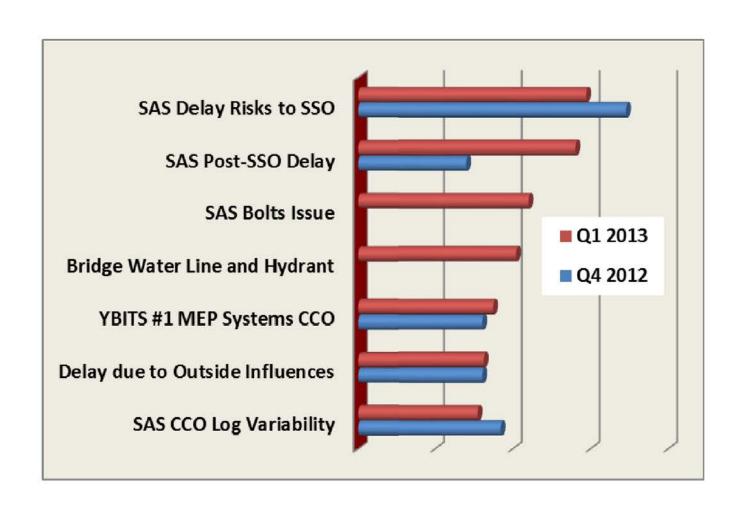
Corridor SSO Schedule Risk Trend



Top Corridor SSO Schedule Risks Look Ahead to Q2 2013



Look Ahead to Q2 2013 Top Cost Risks



Corridor Cost Uncertainty

Look ahead to Q2 2013 "Watch List"

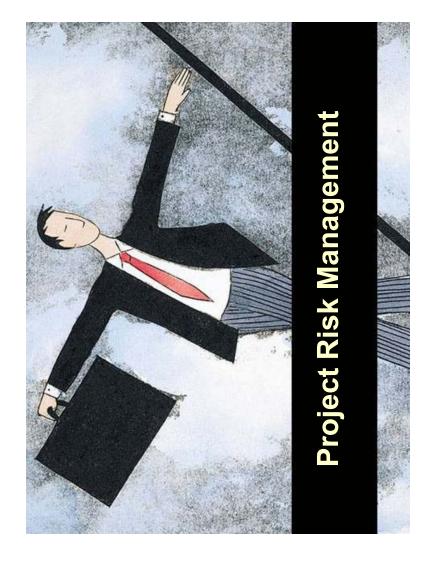
List of potential corridor improvements	orridor improven	nents
nnder cc	under consideration	
Potential Improvement	Status	Cost Range (\$M)
Preservation of 504' Section of Existing Bridge	BAMC developing cost estimate	10 - 50
A scope change being considered to accelerate the demolition and bike path opening will require purchasing space on YBI from MCM and ABF	Negotiations will begin this quarter with the three different contractors that will need this space.	10 - 25
Paint concrete portions of bridge and bike path	Scope revised. A smaller bridge area is now proposed to be painted.	4 – 20
Light pipe	Brought to TBPOC in Q1. Issue considered closed by Chairman. Brought back to the TBPOC in Q1 2013 – Study Underway.	0 – 35
Architectural bridge heads, portal beam at YBI	Architects met and will explore concepts for implementation.	1 – 2.5
Re-use of E1 (as viewing platform) – a potential cost saving opportunity	A revised concept/proposal is expected to be brought to the TBPOC in Q2 2013.	(2) - 0.5
Skyway sidewalk gap mitigation (Reduce clearance to less than 4 inches)	Issue elevated to Caltrans Management. – Issue expected to be dropped – no retrofit required.	0 – 12
Skyway Bike path Drainage of Steel Box Girder	Under consideration by Design and Maintenance	0.2 - 5
Lighting (Tunnel Portal & 1st On-Ramp Ret Wall)	Request for Tunnel Portal Change expected in January 2013 TBPOC. Expected to be funded from non-TBSRP funds.	4.5 - 6
Revision to the West Belvedere	Present to the TBPOC in Q2	

- Are not currently included in the corridor TBPOC and quantified in a risk register. corridor forecasts, unless approved by risk management costs or resulting
- increase to the potential draw on program The magnitude of total costs of all listed potential improvements, if approved by the TBPOC, may result in a significant contingency indicated herein.
- Important Watch List Items:

Preservation of 504' Section of Existing Bridge.

opening will require purchasing space on accelerate the demolition and bike path A scope change being considered to YBI from MCM and ABF.

Questions?





Memorandum

TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Stephen Maller, Deputy Director, CTC

RE: Agenda No. - 4a1

Program Issues

Item- Bay Bridge East Span Opening Update

Coordination/Encroachment Permit Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

A verbal update on the Bay Bridge New East Span opening celebration will be provided at the TBPOC May 9 meeting.

Attachment(s):

N/A



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4b

Program Issues

Item- Gateway Park Update

Recommendation:

For Information Only

Cost:

N/A

Schedule:

N/A

Discussion:

Gateway Park Phase 1 Scope:

It is proposed that development of Gateway Park take place in two phases. Phase 1 is the focus of the Project Approval Environmental Document (PAED) currently underway, with final design and construction currently scheduled to be completed in 2018. Phase 1 provides a park at the foot of the new East Span and allows for access to the new bridge for both pedestrians and bicyclists, from Oakland and Emeryville and the broader East Bay.

Cost Estimate:

The order-of-magnitude cost estimate for Phase 1 totals \$174 million, which includes PAED and PS&E efforts, construction management costs, contingencies, and escalation. It is important to note that approximately \$12 million dollars are already committed to the surrounding project area and are being spent on bike pathways and landscaping currently under construction. A breakdown of cost estimates is located in the chart below.

COST CATEGORY	Amount in Millions
Site Preparation	\$7.7
Landscape Planting & Maintenance	\$21.4
Drainage/ Lighting/ Fencing	\$16.4
Vehicular Paving & Curbs	\$5.6
Pedestrian Paving	\$29.1
Games/ Sports Surfaces	\$2.4
Buildings	\$28.4
Structures & Water Features	\$30.7
Utilities	\$6.3
Public Art Allowance	\$5.1
Soil Surcharge Allowance	\$3.5
PA/ED and Design	\$18
TOTAL Estimated Phase 1 Cost	\$174

Funding:

The proposed Gateway Park Funding Plan is an attempt to examine realistic fund sources that could be used for the design and development of the park. The proposed funding plan, shown below, identifies potential fund sources that could be utilized for funding of Phase 1 of the project.

FUNDING SOURCE	Amount in Millions
Seismic Funds	\$62
Bridge Tolls	\$60
State TE Funds	\$15
Local TE Funds	\$15
EBRPD Measure	\$5
BCDC	\$1
City of Oakland	TBD
Private	TBD
TOTAL Potential Funding	\$158

TOTAL Estimated Phase 1 Cost	\$174
Funding Gap	(\$16)

Recent Activities:

- Gateway Park Working Group monthly meetings
- Gateway Park TAC/ PDT meetings
- Gateway Park Governance workshops
- Stakeholder outreach meetings (West Oakland community groups; transit/ bike/ ped interest groups; environmental and industrial arts groups)

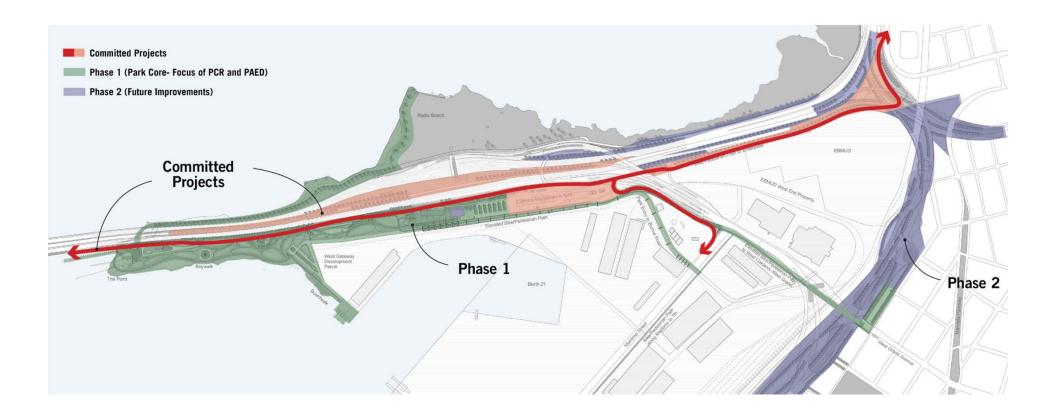
Attachment(s):

Gateway Park Phase 1 slides

Gateway Park: Concept Plan



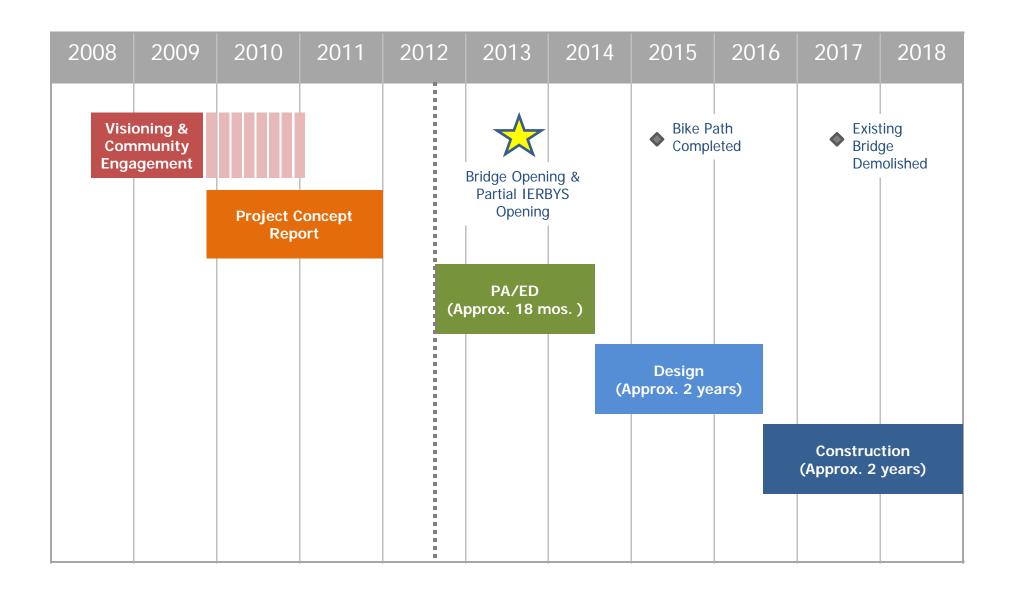
Gateway Park: Phasing Plan & Budget



Phase 1: TOTAL ESTIMATED COSTS

\$174Million

Gateway Park: Schedule











TO: Toll Bridge Oversight Committee (TBPOC) DATE: May 1, 2013

FR: Tony Anziano, Program Manager, Caltrans

RE: Agenda No. - 4c

Item - Program Issues – Toll Bridge Legislation

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

There are a number of bills with some relationship to bridge tolls and major public works projects pending in Sacramento this year. This table below provides a brief summary.

Bill Number/	Summary	Status
Author		
AB 220	Broadens the "Clean Air Vehicle Sticker" program to	In Assembly Revenue
(Ting)	earlier models of the Toyota Prius that have since been	& Taxation
	modified to be a "plug-in vehicle." Intent is to stay within	Committee; set for
	current 40,000 cap.	hearing 5/13/13
AB 266	Extends from 2015 to 2018 the sunset date for the "Clean	In Assembly
(Blumenfield)	Air Vehicle Sticker" program. The program allows plug-in	Appropriations
	hybrid and zero emission vehicles access to carpool lanes	Committee; set for
	and express lanes as a single occupant free of charge.	hearing 5/1/13
AB 487	Requires FasTrak customers with a confidential account to	In Assembly
(Linder)	provide a valid employment address for billing purposes.	Transportation
		Committee; hearing
		canceled at author's
		request (bill
		effectively dead)
AB 493	Provides that no provisions in current law shall not	In Senate Rules
(Daly)	preclude California from "fully implementing technologies	Committee
	or business practices" to comply with the new July 6, 2016	
	interoperability deadline set by MAP 21, the new federal	
	surface transportation authorization act.	
AB 755	Requires that the planning process for construction or	In Assembly
(Ammiano)	reconstruction of a bridge designed for motor vehicles take	Appropriations



	into account the need for a suicide barrier in order for the project to be eligible to receive federal transportation funds, state gas tax funds, or toll bridge funds.	Committee; set for hearing 5/1/13
SB 286 (Yee)	Extends from 2015 to 2018 the sunset date for the "Clean Air Vehicle Sticker" program. The program allows plug-in hybrid and zero emission vehicles access to carpool lanes and express lanes as a single occupant free of charge.	In Assembly
SB 425 (DeSaulnier)	 Requires an administering agency overseeing a public works project to establish a peer review group (PRG) under 3 circumstances: 1) a project's development, construction & forecast maintenance costs exceed \$1 billion; 2) Governor or head of administering agency determines it would be in public interest; 3) Legislature enacts a statute or concurrent resolution requiring it. Specifies components of a mega project that must be reviewed by a PRG, including demand studies, design & engineering models & estimates, and construction, testing and inspection practices. Provides that a member shall have "some expertise involving the work to be reviewed but need not be an expert in the specific field." Provides that agendas for all PRG meetings be posted on administering agency's web site one week prior to meeting; meetings be held in a public forum and include a public participation component. Gives the head of an administering agency the discretion of deciding of determine that a meeting should be held in closed session. 	In Senate Governance & Finance Committee; Set for hearing 5/1/13 According to DeSaulnier staff, the bill will be substantially amended. Not clear how yet.
SB 613 (DeSaulnier)	 Prohibits BATA from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in S.F. Imposes a cap equivalent to 1% the gross annual bridge revenue on direct contributions BATA may make to 	In Senate Transportation & Housing Committee Set for hearing 4/30/13
	MTC; Imposes a second 1% cap of gross annual bridge revenue (independent of the first cap) on the amount of funding BATA may loan to MTC and requires that such loans be repaid, with interest, at the same rate that would apply to toll bridge revenue bonds of the same duration.	Amended on 4/23/13

Attachment(s):

1) Bill Information for AB 755, SB 613, and SB 425

BILL ANALYSIS

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<u>AB 755</u> _ Page 1

Date of Hearing: April 15, 2013

ASSEMBLY COMMITTEE ON TRANSPORTATION
Bonnie Lowenthal, Chair
AB 755 (Ammiano) - As Introduced: February 21, 2013

<u>SUBJECT</u>: Bridges: suicide barriers

 $\underline{\text{SUMMARY}}$: Requires, as a condition of receiving federal or state highway funds or toll bridge funds for a project, consideration of a suicide barrier in the planning process for construction or reconstruction of a bridge intended for motor vehicle crossings.

EXISTING LAW:

- 1)Directs boards of supervisors, city councils, the California Department of Transportation (Caltrans), and the California Transportation Commission (CTC) do all things necessary and proper in their respective jurisdictions to secure the federal funds for county highways, city streets, and state highways.
- 2)Directs Caltrans to expedite bridge replacement projects so that federal funds can be used fully as soon as they become available.

FISCAL EFFECT : Unknown

<u>COMMENTS</u>: The author has introduced AB 755 to increase the consideration for suicide barriers on the state's bridges. His office reports that this bill is as a result of the author's work to secure a suicide barrier on the Golden Gate Bridge.

Statistics point to the iconic Golden Gate Bridge as the location of more suicides than virtually any other location in the world. Since it opened in 1937, over 1,400 confirmed deaths have been reported with untold others having gone undetected. In 2008, directors of the Golden Gate Bridge Highway and Transportation District voted to install a suicide barrier on the bridge. The planned barrier will be a stainless-steel net system that will make it nearly impossible for someone to commit suicide from jumping from the bridge. The cost of the barrier is estimated to be \$40 million to \$50 million. These costs could have undoubtedly been reduced substantially had the barrier been incorporated into the initial designs of the

<u>AB 755</u> Page 2

bridge.

Ample evidence exists to support the effectiveness of suicide barriers. For example, in a 2006 English National Institute of Mental Health study, researchers analyzed all suicide prevention approaches—including for example, barriers, signs, telephone hotlines, and bridge patrols—and concluded that "The most effective form of prevention at jumping sites is a physical barrier which literally restricts access to the drop." Furthermore, studies show that once people are prevented from jumping, they typically do not go on to commit suicide by other means.

This bill does not impose a specific, onerous planning process on Caltrans and local agencies with regard to bridges within their respective jurisdictions. By requiring "consideration"

for suicide barriers in the planning stages of a bridge project, project designers will have greater opportunities to incorporate suicide barriers in earlier design stages, potentially reducing overall costs for the barriers.

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093

REGISTERED SUPPORT / OPPOSITION :
Support
California Psychological Association Mental Health America of California
<u>Opposition</u>
None on file

BILL ANALYSIS

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SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR MARK DESAULNIER, CHAIRMAN

Analysis by: Eric Thronson Hearing date: April 30, 2013

BILL NO: sb 613 AUTHOR: desaulnier VERSION: 4/23/13

FISCAL: no

SUBJECT:

Restricting the use of Bay Area toll bridge revenues

DESCRIPTION:

This bill restricts the use of toll revenues in the San Francisco Bay Area.

ANALYSIS:

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC is governed by a 19-member policy board primarily comprised of local elected officials.

The Bay Area Toll Authority (BATA) is an independent legal entity governed by the board of MTC. BATA manages and invests revenues from all tolls levied on the state-owned toll bridges in the Bay Area. As part of these activities, BATA funds the administration of day-to-day operations and maintenance, as well as the long-term capital improvement and rehabilitation of the bridges.

Existing law authorizes BATA to do all acts necessary for the exercise of its power, including, but not limited to:

Entering into contracts; Employing agents or employees; Acquiring, constructing, leasing or operating any public facility or improvements; Suing or being sued in its own name; Issuing bonds or other obligations of debt; Receiving funds from federal or state agencies; and Investing any money not immediately required to fulfill its duties.

SB 613 (DESAULNIER)

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Further, existing law authorizes BATA to make contributions to MTC without limit to support BATA in its fulfillment of its responsibilities.

This bill restricts BATA's use of toll revenues. Specifically, this bill:

Restricts BATA from purchasing or otherwise acquiring any office space in addition to the facilities located at 390 Main Street in San Francisco.

Restricts BATA's contributions to MTC to no more than one percent of the gross annual bridge revenues. Allows BATA to loan up to an additional one percent of the gross annual bridge revenues beyond its contribution to MTC, to be repaid with interest.

COMMENTS:

- 1.Purpose
 . According to the author, this bill is necessary to clear up the purpose of toll revenues and ensure that these revenues are not used in the future to purchase property that is not "solely for the management of state-owned toll bridges." With the recent use of toll revenues to purchase a building much larger than the amount of office space necessary to house MTC and BATA, the author questions why MTC is entering the real estate business and becoming a commercial landlord. This bill enacts the following recommendation from the State Auditor: "If the Legislature believes state law provides the toll authority with too much discretion over its use of toll revenues, it should consider amending state law to more narrowly define how toll revenues that are not immediately needed for bridge maintenance or debt service may be spent or invested."
- 2.The building controversy . In 2011, MTC and BATA formed a joint powers agency for the purposes of acquiring an office building in San Francisco to create a joint regional government co-location facility. The building is initially to serve as a regional headquarters for MTC, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission. It may later house the Association of Bay Area Governments.

In spring of 2012, in response to legislative concerns regarding the use of toll revenues for the planned relocation,

SB 613 (DESAULNIER)

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the Joint Legislative Audit Committee requested that the State Auditor investigate the purchase of the building and specifically the use of toll revenues to fund the proposed move. The Auditor concluded that MTC's decision to acquire a new headquarters building likely was legally permissible.

At the same time, upon request of the author of this bill, Legislative Counsel opined that the information regarding the purchase of the building could serve as a basis for judicial determination that the use of the bridge toll revenues to fund the purchase of the new building was not authorized by law. Legislative Counsel based this opinion, at least in part, on the fact that MTC and BATA plan to occupy less than half of the planned office space and, instead, use the building primarily for operation of a regional governance co-location facility. As MTC and BATA do not have legislative authority to provide a regional governance co-location facility, Legislative Counsel believes the purchase of the building using toll revenues may be an impermissible use of those revenues.

This bill removes the ambiguity of existing law and restricts the future use of toll revenues in an effort to resolve this controversy. While enacting this bill will not affect the purchase of the new MTC/BATA headquarters, it will limit the use of toll revenues for the purchase of future office facilities.

POSITIONS: (Communicated to the committee before noon on Wednesday, 2013.)

April 24,

SUPPORT: None received.

OPPOSED: None received.



Introduced by Senator DeSaulnier (Coauthor: Senator Coauthors: Senators Gaines and Liu)

February 21, 2013

An act to add Section 87202.1 to, and to add Chapter 11 (commencing with Section 8847) to Division 1 of Title 2-of, of the Government Code, relating to public works.

LEGISLATIVE COUNSEL'S DIGEST

SB 425, as amended, DeSaulnier. Public works: the Public Works Peer Review Act of 2013.

Existing law defines a public work as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public—funds; funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this—type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state; state; or of any political subdivision or district thereof, and public transportation demonstration projects, as specified.

This bill would require a state agency or department or a regional or local public agency, principally tasked with administering the planning and, development, and operation of a public works project, to establish a specified peer review group, to provide it with expert advice on the scientific and technical aspects of the project if the public works is a megaproject, defined as having total development, construction, and reasonable projected maintenance costs exceeding one billion dollars \$1,000,000,000; if the Governor or the head of the administering agency

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has determined that the establishment of a peer review group is in the public interest in connection with the development and construction of the project; or if a statute or concurrent resolution is passed by the Legislature requiring the administering agency to do so. The bill would prohibit a peer review group from meeting or taking any action until a charter is filed with the head of the administering agency and the relevant standing committees of the Legislature and is posted on the administering agency's Internet Web site, stating the group's objective, the scope of its activities, and a description of the duties for which the group is responsible, among other things.

Existing law, the Political Reform Act of 1974, prohibits a public official at any level of state or local government from making, participating in making, or in any way attempting to use his or her official position to influence a governmental decision in which he or she knows, or has reason to know, he or she has a financial interest. A violation of the act is a crime.

This bill would require a member of a peer review group, within 30 days of joining the group, to file specified forms with the Fair Political Practices Commission, under penalty of perjury, stating his or her economic interests, and declaring himself or herself to be independent of all parties involved in the project and to have no conflicts of interest.

Because the bill would expand the definition of a crime under the act, it would impose a state-mandated local program.

The bill would also require the Fair Political Practices Commission to create a form that identifies potential institutional conflicts for members of peer review groups, and requires a member of a peer review group to declare, under penalty of perjury, to be independent of all parties involved in the project, including project sponsors or contractors, and to have no conflicts of interest.

Existing constitutional provisions require that a statute that limits the right of access to public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

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With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The Political Reform Act of 1974, an initiative measure, provides that the Legislature may amend the act to further the act's purposes upon a $\frac{2}{3}$ vote of each house and compliance with specified procedural requirements.

This bill would declare that it furthers the purposes of the act.

Vote: ²/₃. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 11 (commencing with Section 8847) is 2 added to Division 1 of Title 2 of the Government Code, to read:

Chapter 11. The Public Works Project Peer Review Act of 2013

- 8847. This chapter shall be known and may be cited as the Public Works Project Peer Review Act of 2013.
- 8847.1. For purposes of this chapter, the following terms have the following meanings, unless expressly stated otherwise:
- (a) "Administering agency" means—either a state agency or department or a regional or local agency a public agency, excluding an "exempt agency" principally tasked with administering the planning—and, development, and operation of a public works project.
 - (b) "Auditor" means the Bureau of State Audits.
- (c) "Conflict of interest" means a reviewer or a relative or professional associate of the reviewer has a financial or other interest in a project or with a project sponsor that is known to the reviewer and is likely to bias the reviewer's evaluation of that project. A reviewer has a conflict of interest if he or she any of the following apply to him or her or to a close relative or professional associate of the reviewer and any of the following also apply:
- (1) He or she has received or could receive a direct financial benefit of any amount deriving from a project sponsor of or any contractor connected to the project under review.

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(2) Apart from any direct financial benefit deriving from a project sponsor of or contractor connected to the project under review, he or she has received or could receive an indirect financial benefit from a project sponsor or contractor that in the aggregate exceeds ten thousand dollars (\$10,000) per year, including honoraria, fees, stock or other financial benefit, and the current value of the reviewer's already existing stock holdings.

- (3) He or she has the appearance of a conflict of interest that would cause a reasonable person to question the reviewer's impartiality if he or she were to participate in the review.
- (4) He or she has any other interest in the project, project sponsor, or any connected contractor that, in the view of a reasonable person, is likely to bias the reviewer's evaluation of that project.
- (d) "Exempt agency" means the California Water Commission, California Department of Water Resources, or any state, regional, or local public entity or district engaged in storing, supplying, transporting, distributing, or delivering water.

(d)

(e) "Megaproject" means a project as defined in Section 1720 of the Labor Code with total development, construction, and reasonable projected maintenance costs exceeding one billion dollars (\$1,000,000,000).

(e)

(f) "Peer review group" means a group of persons qualified by training and experience in particular scientific or technical fields, or as authorities knowledgeable in the various disciplines and fields related to the public works project under review, who give expert advice on the scientific and technical aspects of the project as described in this chapter.

(f)

(g) "Project" means a public works project as public works is defined in Section 1720 of the Labor Code that will be owned by a public agency, excluding an exempt agency.

35 (g)

- (h) "Project sponsor" means any entity public agency that funds a project, including a federal, state, local, or other entity, or the administering agency.
- 8848. (a) The administering agency of a project shall establish a peer review group if any of the following circumstances apply:

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(1) The project is a megaproject.

- (2) The Governor, or the head of the administering agency involved, has determined that the establishment of a peer review group is in the public interest in connection with the development and construction of a project.
- (3) A statute or concurrent resolution is passed by the Legislature requiring the administering agency to establish a peer review group.
- (b) Unless otherwise provided in statute, an administering agency shall not establish a peer review group other than under the provisions of this chapter.
- 8849. (a) A peer review group shall not meet or take any action until a charter has been written by the administering agency and filed with the relevant standing committees of the Legislature. The charter also shall be posted on the administering agency's Internet Web site and shall contain all of the following information:
 - (1) The group's official name or designation.
 - (2) The group's objective and the scope of its activities.
- (3) A statement of the expertise and balance of interests required of the group membership to perform its charge.
- (4) The name of the administering agency and official to whom the group reports.
 - (5) A description of the duties for which the group is responsible.
 - (6) The estimated number and frequency of group meetings.
 - (7) The estimated annual operating costs for the group.
- (b) Before establishing a peer review group, an administering agency shall develop a transparent process for selecting members of the group. The auditor shall review the process by which the administering agency comprised the peer review group, to warrant that the process was followed.
- (c) The administering agency shall enter into a contract with each of the peer review group members that requires each member to do all of the following:
- (1) File the Statement of Economic Interest, Form 700, with the Fair Political Practices Commission.
- (2) Commit, upon penalty of perjury, to comply with the conflict of interest requirements of this chapter.
- 8850. Components of megaprojects that must be evaluated by a peer review group include, but are not limited to, the following:
- (a) Project demand studies.
- (b) Design and engineering models and estimates.

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 (c) Construction, testing, and inspection practices.

8851. All of the following shall apply to members of a peer review group:

- (a) A member shall, within 30 days of joining the group, file the statements required under Sections 87202 and 87202.1, under penalty of perjury, stating his or her economic interests, and declaring himself or herself to be independent of all parties involved in the project and to have no conflicts of interest.
- (b) A member shall be reimbursed only for actual expenses, for example, transportation and room and board costs, plus one hundred dollars (\$100) per day he or she performs work in the review.
- (c) A member shall have some expertise involving the work to be reviewed, but need not be an expert in the specific field.
- (d) If a member feels unable to provide objective advice, he or she shall recuse him *himself* or herself from the peer review group. 8852. (a) All of the following shall apply to peer review group meetings:
- (1) An agenda and relevant documents, shall be posted on the administering agency's Internet Web site at least one week before the meeting.
 - (2) The meeting shall be held in a publicly accessible forum.
- (3) The meeting shall contain a public participation component, including presentations identifying specific issues to be discussed or reviewed, and any other relevant presentations from the administering agency.
- (b) All documentation related to the issues to be reviewed at a peer review group meeting, to the extent possible without putting the administering agency at a negotiating disadvantage, shall be made available to the public upon request.
- (c) (1) In order to evaluate matters that relate to personnel, design standards, contract amounts, or other issues that may put the administering agency at a negotiating disadvantage, a meeting of a peer review group subject to this act may be exempt in part from the requirements of the Bagley-Keene Open Meeting Act (Article 9 (commencing with Section 11120) of Division-3 of Title 2) 3), at the discretion of the head of the administering agency to whom the peer review group reports, unless that meeting includes participation by one or more full-time, or permanent part-time, officers or employees of the administering agency.

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(2) This section shall not preclude a full-time, or permanent part-time, officer or employee of the administering agency from supplying administrative support to a peer review group. Support staff shall not divulge the contents of a closed-door meeting. The head of the administering agency shall be responsible for ensuring compliance with Section 11228.

8853. This chapter shall not apply to the peer review group created pursuant to Section 185035 of the Public Utilities Code.

SEC. 2. Section 87202.1 is added to the Government Code, to read:

87202.1. The commission shall create a form, similar to a Form 700 statement of economic interests, that identifies potential institutional conflicts for members of peer review groups. The form shall require a member of a peer review group to declare, under penalty of perjury, to be independent of all parties involved in the project, including project sponsors or contractors, and to have no conflicts of interest, as defined in Section 8847.1.

SEC. 3.

SEC. 2. The Legislature finds and declares that this act imposes a limitation on the public's right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following finding to demonstrate the interest protected by this limitation and the need for protecting the interest:

The public interest in nondisclosure pursuant to this act outweighs the public interest in disclosure, because requiring the public disclosure of the internal deliberations of peer review groups could impair the soundness of the group's evaluation and disadvantage the administering agency in contract negotiations.

SEC. 4.

SEC. 3. No reimbursement is required by this act pursuant to Section 6 of Article XIIIB of the California Constitution for certain costs that may be incurred by a local agency or school district because, in that regard, this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIIIB of the California Constitution.

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- 1 However, if the Commission on State Mandates determines that
- 2 this act contains other costs mandated by the state, reimbursement
- 3 to local agencies and school districts for those costs shall be made
- 4 pursuant to Part 7 (commencing with Section 17500) of Division
- 5 4 of Title 2 of the Government Code.
- 6 SEC. 5.
- 7 SEC. 4. The Legislature finds and declares that this bill furthers
- 8 the purposes of the Political Reform Act of 1974 within the
- 9 meaning of subdivision (a) of Section 81012 of the Government
- 10 Code.

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SENATE GOVERNANCE & FINANCE COMMITTEE Senator Lois Wolk, Chair

BILL NO: SB 425
AUTHOR: DeSaulnier
VERSION: 4/18/13
CONSULTANT: Lui

HEARING: 5/1/13
FISCAL: Yes
TAX LEVY: No

PEER REVIEW FOR PUBLIC WORKS

Establishes the Public Works Project Peer Review Act of 2013.

Background and Existing Law

In 1974, California voters approved Proposition 9, known as the Political Reform Act (PRA). The PRA requires persons holding public offices to file disclosures of investments, real property interests, and income -- including gifts -- within specified periods of assuming or leaving office, and annually while holding office. Specified state and local employees, candidates for office, and current holders of elected or appointed state and local offices file their statements of economic interests, known as a Form 700, with the city clerk or county clerk, who makes and retains a copy of each statement and then forwards the original to the Fair Political Practices Commission (FPPC). The PRA prohibits a public official at any level of state or local government from making, participating in making, or in any way attempting to use his or her official position to influence a governmental decisions in which the official knows, or has reason to know, he or she has a financial interest.

State law requires six CalEPA organizations -- Air Resources Board, Department of Pesticide Regulation, Department of Toxic Substances Control, Integrated Waste Management Board, Office of Environmental Health Hazard Assessment, and State Water Resources Control Board and nine Regional Water Quality Boards -- to submit for external scientific peer review all proposed rules that have scientific basis or components (SB 1320, Sher, 1997).

Last year, the Toll Bridge Seismic Safety Peer Review Panel reviewed CalTrans' seismic conditions on the foundation of

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the East Span of the San Francisco-Oakland Bay Bridge. Investigative journalism found that the Panel's peer-review experts had financial and professional conflicts of interest -- three of its four members had financial ties to CalTrans or its contractors, and three helped select the Bay Bridge design, which may have compromised the Panel's credibility. To address conflicts of interest issues by peer-review experts, the author seeks to strengthen the peer-review process.

Proposed Law

Senate Bill 425 creates the Public Works Project Peer Review Act of 2013, which requires a public agency that is principally tasked with administering the planning, development, and operation of a project to establish a peer review group, as defined, if:

A project's total development, construction, and

reasonable projected maintenance costs exceeds \$1 billion;

The Governor, or head of the administering agency, as defined, has determined that establishing a peer review group is in the public's interest; <u>or</u>, The Legislature passes a statute or resolution requiring the administering agency to establish a peer

review group.

The bill specifies:

I. The process of establishing a peer review group.

II. What a peer review group's evaluation must include.

III. Requirements and expectations of a peer reviewer.

IV. Public meeting requirements.

V. Exemptions.

VI. Definitions.

I. <u>Establishing a peer review group</u>. SB 425 defines a peer review group as a group of persons qualified by training and experience in scientific or technical fields, or as authorities knowledgeable in the disciplines and fields related to the public works project under review. The bill requires an administering agency to develop a transparent process for selecting members of the peer review group before it establishes a peer review group. The Bureau of State Audits must review the process for

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compliance. Unless otherwise provided in state law, an administering agency is prohibited from establishing a peer review group that does not meet the procedures set out in this bill.

SB 425 prohibits a peer review group from meeting or taking any action unless the administering agency writes a charter and files it with the relevant standing committees of the Legislature. The charter must be posted on the administering agency's Internet website and contain all of the following information:

The group's official name or designation. The group's objective and the scope of its activities.

A statement of the expertise and balance of interests required of the group membership to perform its charge.

The name of the administering agency and official to whom the group reports.

A description of the duties for which the group is responsible.

The estimated number and frequency of group meetings.

The estimated annual operating costs for the group.

The bill requires the administering agency to enter into a contract with each of the peer review group members that requires each member to do all of the following:

File a Statement of Economic Interest, Form 700, with the Fair Political Practices Commission.

Commit, upon penalty of perjury, to comply with the bill's conflict of interest requirements.

II. <u>Evaluation</u>. The bill defines "megaproject" as a project with total development, construction, and reasonable project maintenance costs exceeding \$1 billion. SB 425 requires a peer review group to evaluate the following components of megaprojects:

Project demand studies,

Design and engineering models and estimates, $\underline{\hspace{0.1cm}}$ and $\underline{\hspace{0.1cm}}$, Construction, testing, and inspection practices.

III. <u>The reviewer</u> . SB 425 requires that a member of a

peer review group must:
 File, within 30 days of joining the group,

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disclosure statements required under the Political Reform Act, under penalty of perjury, stating his or her economic interest, and declaring himself or herself to be independent of all parties involved in the project, and to have no conflicts of interest; Be reimbursed only for actual expenses, like transportation and room and board costs, plus \$100 per day he or she performs work in the review; Have some expertise, but need not be an expert, involving the work to be reviewed; and Recuse himself or herself, if a member feels unable to provide objective advice, from the peer review group.

IV. $\underline{\text{Meeting requirements}}$. SB 425 requires that peer review group meetings must:

Be held in a publicly accessible forum; <u>and</u>, Contain a public participation component, including presentations identifying specific issues to be discussed or reviewed and any other relevant presentation from the administering agency.

SB 425 requires an agenda and relevant documents be posted on the administering agency's Internet website at least one week before the meeting.

The bill requires that, to the extent possible, without putting the administering agency at a negotiating disadvantage, all documentation related to the issues to be reviewed at a peer review group meeting must be made available to the public upon request.

The bill allows a full-time, or permanent part time, officer or employee of the administering agency from supplying administrative support to a peer review group. The bill prohibits support staff from divulging contents of a closed-door meeting.

V. $\underline{\text{Exemptions}}$. SB 425 exempts the High-Speed Rail Authority (HSRA) peer review group from the bill's requirements.

SB 425 exempts the California Water Commission, California Department of Water Resources, or any state, regional, or local public entity or district engaged in storing, supplying, transporting, distributing, or delivering water.

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SB 425 provides that, in order to evaluate matters related to personnel, design standards, contract amounts, or other issues that may put the administering agency at a negotiating disadvantage, a peer review group's meeting may be exempt in part from the Bagley-Keene Open Meeting Act's requirements, at the discretion of the head of the administering agency to whom the peer review group reports, unless that meeting includes participation by one or more full-time, or permanent part-time, officers or employees of the administering agency.

VI. <u>Definitions</u>. The bill defines the following terms: "Auditor" is the Bureau of State Audits.

"Conflict of interest" means a reviewer or a relative or professional associate of the reviewer has a financial or other interest in a project or with a project sponsor that is known to the review and is likely to bias the reviewer's evaluation of that project. A reviewer has a conflict of interest if any of the following apply to the reviewer, to a close relative, or the reviewer's professional associate:

- o He or she has received or could receive a direct financial benefit from a project sponsor or of any contractor connected to the project under review.
- o He or she, apart from any direct financial benefit from a project sponsor of or contractor connected to the project under review, has received or could receive an indirect financial benefit from a project sponsor or contractor that exceeds in the aggregate \$10,000 per year, including honoraria, fees, stock, or other financial benefit, and the current value of the reviewer's existing stock holdings.
- O He or she has the appearance of a conflict of interest that would cause a reasonable person to question the reviewer's impartiality if he or she were to participate in the review.
- o He or she has any other interest in the project, project sponsor, or any connected contract that, in the view of a reasonable person, is likely to bias the reviewer's evaluation of that project.

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"Exempt agency" means the California Water Commission, California Department of Water Resources, or any state, regional, or local public entity or district engaged in storing, supplying, transporting, distributing, or delivery water.

"Megaproject" means a project with a total development, construction, and reasonable projected maintenance costs exceeding \$1 billion.

maintenance costs exceeding \$1 billion.

"Project" means a public works project, as defined in state law, which will be owned by a public agency, excluding an exempt agency.

excluding an exempt agency.

"Project sponsor" means any public agency that funds a project, including a federal, state, local, or other entity, or the administering agency.

State Revenue Impact

No estimate.

Comments

- 1. Purpose of the bill . State law utilizes the term "peer review" in specified instances, like health care and some design-build projects. However, the peer review process is minimally regulated by state law. A public agency may proceed with a large scale public works project because a peer-reviewed analysis on the project assuages concerns and lends the project more credibility. By defining strict peer review standards, prescribing open-meeting requirements, and outlining conflicts of interest provisions, SB 425 strengthens the peer review process for public works projects and ensures that peer review panelists don't have conflicts of interest. SB 425 protects taxpayer funds and ensures that public agencies have independent, expert, and verified information to make informed planning decisions.
- 2. $\underline{\text{Intent}}$. Conversations with the author's office indicate that the author's intent is to fortify the peer

review process to ensure that peer reviewers provide unbiased, expert, third-party input to high-cost public works projects. It remains unclear whether SB 425's approach achieves its intended purpose, due to a problematic approach that relies on an administering agency

SB 425 -- 4/18/13 -- Page 7

defining a peer review group's objective and the scope of activities -- the same agency whose project the bill seeks to review.

3. $\underline{\text{Implementation}}$. The bill also suffers from several implementation issues:

Types of projects . What does a megaproject look like? A November 2011 Senate Transportation and Housing Committee's informational hearing background report provided examples, like a truck lane on the Long Beach freeway or a highway tunnel linking I-710 and I-210. However, SB 425 exempts two of the largest infrastructure megaprojects discussed for California's future -- High-Speed Rail and any future water project that stores, supplies, transports, distributes, or delivers water, including twin water transfer tunnels. The Committee may wish to consider amending the bill to include these types of projects in the bill's definition of megaprojects.

Definition . The bill defines "megaproject" as a project with total development, construction, and reasonable projected maintenance costs exceeding \$1 billion. It is unclear how the \$1 billion is calculated. What's the time frame for "projected maintenance" costs? Is the projected maintenance figure capped at the expected life-term of the project, or a specified time period? Who calculates the \$1 billion figure -- the peer review group or the administering agency? The Committee may wish to consider refining the definition of a megaproject to mean \$1 billion in an initial contractual obligation, and specify the timeframe of projected maintenance costs to parallel the time an administering agency has to repay any debt incurred during the project.

Duplication . If a peer review group convenes a meeting, it must post an agenda and any documents on the public agency's website, be held in a publicly accessible forum, and contain a public participation component. These meeting requirements are similar to what is already included in Ralph M. Brown Act or Bagley-Keene Act, and that may already apply to peer-review group meetings. The bill also vests broad discretion in the head of the administering agency to exempt peer review groups' meetings from Bagley-Keene

SB 425 -- 4/18/13 -- Page 8

regulations, when matters related to personnel, design standards, contract amounts, or other issues that put the agency at a "negotiating disadvantage." It is unclear what would constitute a "negotiating disadvantage." To avoid duplication of existing law, and because peer-review meetings would already be subject to open-meeting requirements, the Committee may wish to eliminate the bill's specified meeting provisions and declare that a peer review group is subject to either Ralph M. Brown or Bagley-Keene, as applicable.

- Political Reform Act . SB 425 requires, as part of a contract with the administering agency, that a member of a peer review group must file Form 700 and specified statements with the FPPC. If a peer-reviewer fails to file with the FPPC, it is unclear whether a violation of these requirements would be an FPPC violation or a contractual violation. Because the bill does not make parallel requirements in the Political Reform Act, would a peer-review group be subject to FPPC enforcement or review? The Committee may wish to clarify the bill's intent in including this FPPC requirement
- 4. <u>Unintended consequences</u> . Since 1997, Cal/EPA has operated its External Scientific Peer Review Program, for which its Program Manager developed a Conflict of Interest Disclosure form, based on a National Academy of Sciences Model, and procedures for a Cal/EPA organization to obtain external scientific peer reviews. In Cal/EPA's process, a Cal/EPA organization first writes to the Program Manager to request for reviewers. The Program Manager forwards the request to the University of California, who then solicits reviewer candidates. Candidates complete the Conflict of Interest Disclosure form, mail it to the Program Manager, and the Manager writes each reviewer separately to initiate the review and provides instructions. Finally, the reviewer sends the completed review to the Cal/EPA organization which requested it. In prohibiting any administering agency from establishing a peer review group in another manner than what the bill sets forth, SB 425 could undermine Cal/EPA's longstanding process. The Committee may wish to consider amendments that exempt existing peer review processes.

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- 5. <u>Uncertainty</u>. Almost no one disputes the wisdom of knowing about a project's environmental effects before local officials make a decision. That's why CEQA requires public officials to prepare EIRs on projects that may have significant, adverse environmental effects. But many builders and developers say that opponents who can't convince public officials to deny projects turn around and file lawsuits over CEQA and EIR procedural problems. Could information gathered during the peer review process be used to bring new causes of action that delay proposed development?
- 6. <u>Charter</u> . SB 425 requires an administering agency to establish a charter for each peer review group. The charter outlines a peer review group's objectives and scope of activities, a description of its duties, and frequency of meetings. By having the administering agency determine a peer review group's objectives and range of activities, a peer-reviewer's ability to ask questions or raise concerns outside its charter's scope may be constricted. To protect the peer review group's independence, the Committee may wish to consider amending SB 425 to include, in the charter, a statement that authorizes a peer reviewer to conduct his or her duties, without limit or restriction, fully and impartially.
- 7. Show me the money . Rule 37.4 of the Joint Rules of the Senate and Assembly prescribes that any bill requiring action by the Bureau of State Audits must contain an appropriation for the cost of any audit. The Committee may wish to consider amending SB 425 to provide the appropriation.
- 8. <u>Legislative findings and declarations</u>. The California Constitution specifies the public's right of access to the meetings of public bodies or writings of public officials and agencies. SB 425 makes legislative findings and declarations to support its purpose in limiting the

public's right of access because publicly disclosing the peer review group's internal deliberations could impair the soundness of the group's evaluation and disadvantage the administering agency in contract negotiations.

To amend a voter-approved initiative, the Legislature must approve the amendment by a 2/3-vote. SB 425 makes legislative findings and declaration to support its purpose

SB 425 -- 4/18/13 -- Page 10

amending the Political Reform Act of 1974.

9. <u>Technical amendments</u> . The Committee may wish to consider amending the bill to remove nonexistent code references:

On page 6, line 5, strike out "87202.1" On page 7, line 6, strike out "11228"

- 10. <u>Mandate</u> . SB 425 requires that a member of a peer review group file disclosure statements under penalty of perjury. By creating a new crime, SB 425 also creates a new state-mandated program. But the bill disclaims the state's responsibility for reimbursing local governments for enforcing these new crimes. That's consistent with the California Constitution, which says that the state does not have to reimburse local governments for the costs of new crimes (Article XIIIB, 6[a][2]).
- 11. <u>Double-referral</u> . Because some of SB 425's provisions fall within the jurisdictions of the Senate Governmental Organization Committee and the Senate Governance and Finance Committee, the Senate Rules Committee ordered a double-referral. The Senate Governmental Organization Committee passed the bill at its April 9 hearing by an 8-2 vote.
- 12. <u>Previous legislation</u>. SB 425 is not the first bill seeking to address conflicts of interest and audits.

 SB 486 (DeSaulnier, 2013) would create the Office

SB 486 (DeSaulnier, 2013) would create the Office of Legal Compliance and Ethics within the state Transportation Agency. It would require the Office to conduct internal audits. The bill is set to be heard on April 30 in the Senate Transportation and Housing Committee.

AB 58 (Galgiani, 2012) would have required initial designations to the HSRA to the independent peer review group. This bill was not heard, and subsequently died, in the Assembly Transportation Committee.

AB 527 (R. Hernández, 2011) would have prohibited public official or employees from authorizing the approval of public funds, if any member of the governing board or body had a financial interest in the person or entity that received expe4nded funds. The bill failed passage in the Senate Governmental Organization Committee.

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Support and Opposition (4/25/13)

Support : Unknown.

<u>Opposition</u>: American Society of Civil Engineers; Association of California Water Agencies; Construction Employers' Association. _





TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Tony Anziano – Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a

San Francisco-Oakland Bay Bridge Updates

Item- Corridor Update / Schedule

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

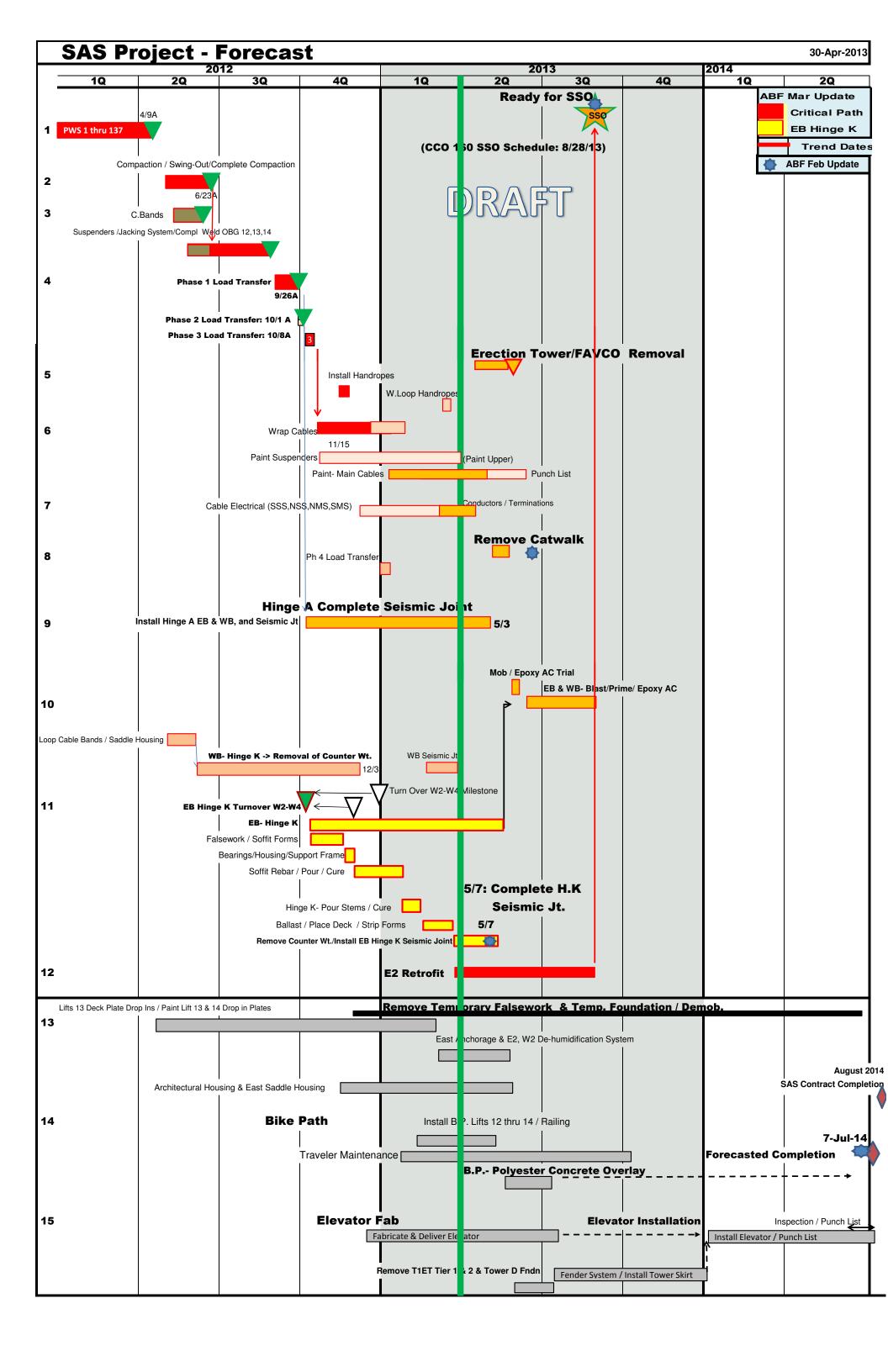
Discussion:

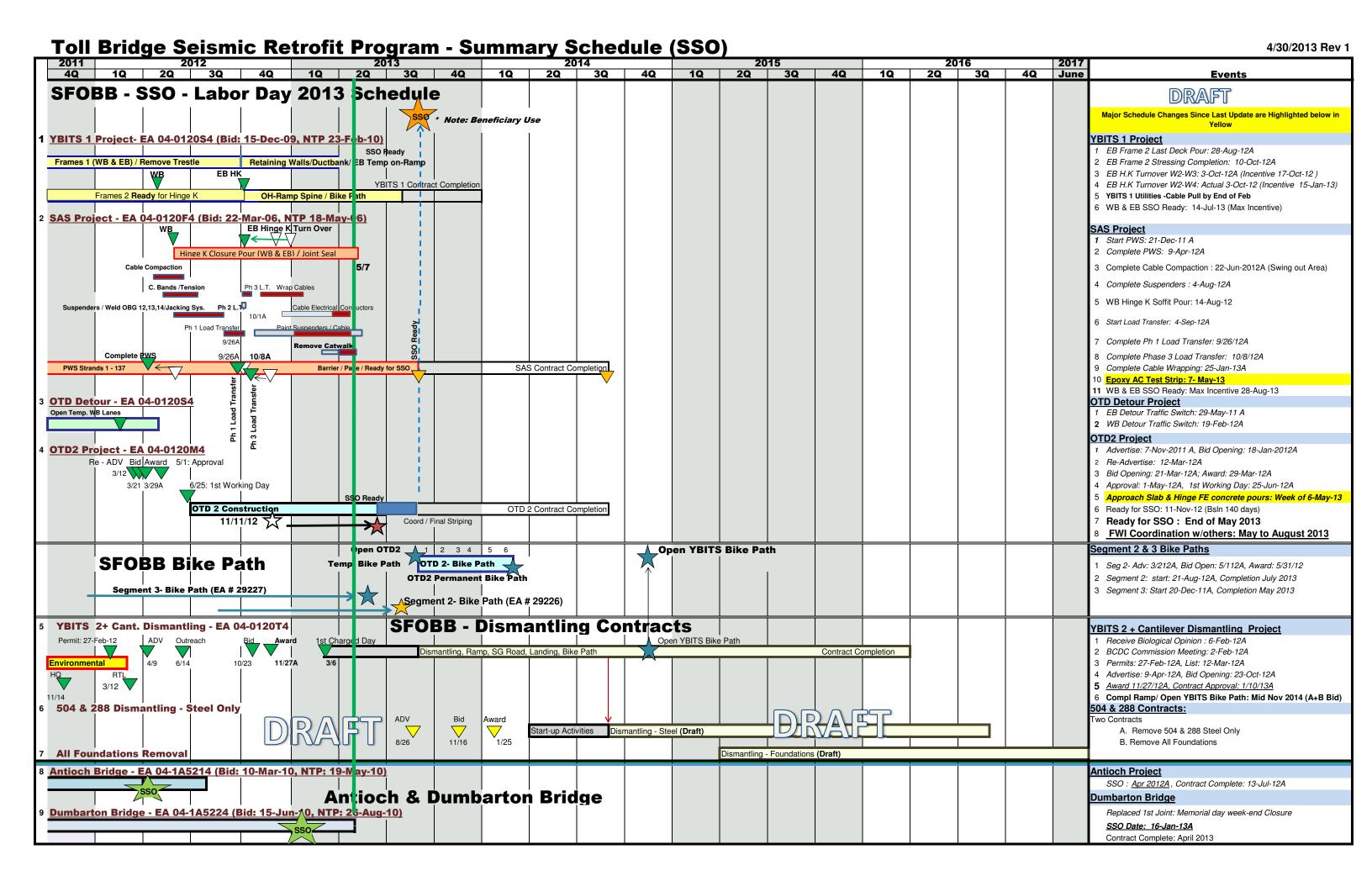
A verbal corridor update will be provided at the TBPOC meeting on May 9, 2013.

Attached are summary schedules for reference and further discussion at the meeting.

Attachment(s):

- 1. SAS Project Forecast per ABF Schedule
- 2. Toll Bridge Seismic Retrofit Program Summary Schedule (SSO)







TO: Toll Bridge Oversight Committee (TBPOC) DATE: May 1, 2013

FR: Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 5b

Item - San Francisco-Oakland Bay Bridge Updates

Toll Bridge Rehabilitation Work Scope

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

In addition to planned seismic construction activities, significant toll bridge rehabilitation and State-funded construction work is occurring on and around the Bay Bridge. The work is either being constructed under separate non-seismic contracts or by contract change order on seismic retrofit contracts. A list of the work is attached.

The TBPOC has already approved a number of toll bridge rehabilitation funded change orders, including for the replacement of the YBI Tunnel Lighting.

Staff is seeking not-to-exceed TBPOC approvals for pending toll bridge rehabilitation program funded CCO's, as shown on lines 3, 4, 5, 6, and 9. Individual CCO's in excess of \$1,000,000 will return to the TBPOC for final approval.

Attachment(s):

1) List of Toll Bridge Rehabilitation and Other Work Performed under CCO on Seismic Contract or in Corridor



Toll Rehabilitation and Other Work Performed under CCO on Seismic Contract

CCO Activities	Construction Schedule	Funding	Cost	Contract	TBPOC CCO Approval
YBI Tunnel Lighting (Upper)	Before SSO	Rehab		YBITS1	
YBI Tunnel Lighting (Lower)	Before SSO	Rehab		YBITS1	
YBI Portal Lighting	Before SSO	Rehab		YBITS1	
Toll Plaza Paving (EB 80)	During SSO	Rehab		OTD2	
Toll Plaza Paving (WB 80 before Canopy)	During SSO	Rehab		OTD2	
Toll Plaza Paving (WB 80 to Metering Lights)	During SSO	Rehab		OTD2	
Toll Plaza Drainage	During SSO	Rehab		OTD2	
Toll Plaza Restriping (including qwick kurb/k rail reinstllation)	During SSO	Rehab		OTD2	
Toll Booth 17 Relocation	Before and During	Rehab		OTD2	
Median Civil Work for Landscaping	Before SSO	Rehab		OTD2	
Administration Close-out Activities	Before SSO	Rehab		OTD2	
Approach Roadway Rehabilitation (WB and EB 580)	Before and During SSO	State		OTD2	

Toll Rehabilitation and Other Work Performed under CCO on Seismic Contract or in Corridor

	Line No.	CCO Activities	Construction Schedule	Funding	Cost	Contract	TBPOC CCO Approval	Notes
YBI and West Spans	1	YBI Tunnel Lighting (Upper Metal Halide / Lower LED)	Before SSO	Rehab	\$ 5,980,000	YBITS1 CCO 159-0	01/03/13	
	2	YBI Tunnel Lighting (Substitute LED for Upper Deck)	Before SSO	Rehab	3,380,000	YBITS1 CCO 159-1	04/05/13	
	3	YBI Tunnel Overlay	Before SSO	Rehab	\$ 2,300,000	YBITS1 CCO 184	Pending May POC	Pending June BATA Rehab Approval
	4	W4 Substation Replacement	After SSO	Rehab	\$ 1,500,000	YBITS2 CCO 601	Pending May POC	Pending June BATA Rehab Approval
	5	Toll Plaza Paving and Striping	During SSO	Rehab	\$ 4,000,000	OTD2 CCO 602 /	Pending May POC	
Toll Plaza	6	Toll Plaza Ponding	During SSO	Rehab	\$ 4,000,000	603 / 604	Pending May POC	
	7	Toll Booth 17 Relocation	Before and During SSO	Rehab	\$ 300,000	BATA	N/A	In Design
Toll Plaza Median	8	Median Landscaping	On-going	Rehab	N/A	04-014074	N/A	
	9	Median Civil Work for Landscaping (Demo, Curb, Gutter)	On-going	Rehab	\$ 1,500,000	OTD2 CCO 601	Pending May POC	Funding from Maintenance Complex
	10	Parking Lot Striping, Signage, and Drainage	Before SSO	Rehab	<\$1,000,000	BATA	N/A	
	11	Gore Reconstruction	Before SSO	Rehab	<\$1,000,000	OTD2	N/A	
	12	Approach Rehabilitation (WB and EB 580)	Before and During SSO	State	N/A	Director's Order	N/A	Awaiting CTC vote
Approach	13	EB 880 Barrier Extensions	Before SSO	TBD	TBD	OTD2	N/A	No funding identified
	14	Bike Path Segment 2 (Horseshoe to IKEA to Maritime)	Jun-13	State	N/A	04-292264	N/A	
Burma Road	15	Bike Path Segment 3 (Horseshoe to OTD)	Before SSO	State	N/A	04-292274	N/A	
	16	Maintenance Complex Phase 1	On-going	Rehab	N/A	04-014084	N/A	Just Awarded
	17	Maintenance Complex Phase 2	N/A	Rehab	N/A	04-01410	N/A	In Design
	18	Maintenance Complex Phase 3	N/A	Rehab	N/A	04-01411	N/A	In Design
	19	Sawtooth Temporary Improvements	Before SSO	Rehab/Seismic	N/A	SAS	1/3/2013?	In Design
	20	Gateway Park Planning	N/A	Rehab	N/A	BATA	N/A	In PAED

⁼ Seismic CCO funded by Toll Bridge Rehabiltation Program. CCO's in excess of \$1 million require TBPOC approval.



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, CT

RE: Agenda No. - 5c

San Francisco-Oakland Bay Bridge Updates

Item- Foundation Inspections Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

A verbal update on the foundation inspections covering the Benicia-Martinez, Richmond-San Rafael and West Approach spans will be provided at the TBPOC May 9 meeting.

Attachment(s):

N/A



TO: Toll Bridge Oversight Committee (TBPOC) DATE: May 1, 2013

FR: Clive Endress, BATA Architect

RE: Agenda No. – 5d

Item – San Francisco-Oakland Bay Bridge Project Updates

OTD Landscaping

Recommendation:

APPROVAL

Cost:

No change.

Schedule Impacts:

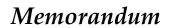
None

Discussion:

A row of Canary Island Date Palms will be planted at the Oakland Touchdown Median as part of the OTD2 Contract. This planting will emphasize the beginning and end of the new bridge, and provide visual continuity between the new bridge and the recently constructed Tow and Toll buildings located in the median. CBS Signs and Clear Channel Signs support the design but have some concern related to the visibility of their highway billboards. It should be noted that the palms were chosen not only for site specific horticultural reasons, but also because their vertical form is reminiscent of the light poles on the bridge, and at the same time are very transparent, allowing views out towards the Bay and distant shore. Caltrans has continued to meet with these two companies over the last two years to resolve their visibility concerns.

Status: In a recent meeting with the billboards companies Tony Anziano, Program Manager and Ken Terpstra, Project Manager, provided animations showing a drive through of the area with different plant spacing to help facilitate discussion. The billboard companies asked that the palm tree spacing be increased from 50 ft. o.c. to 100 ft. o.c. They have most concern related to the area of planting shown 'boxed' on the attached plans.

Recommendation: The Architectural team recommends increasing the palm tree spacing from 50' o.c. to 75' o.c. (see attached renderings) to ensure the architectural integrity of





the design yet at the same time accommodate billboard visibility. Option A-1 is the preferred option.

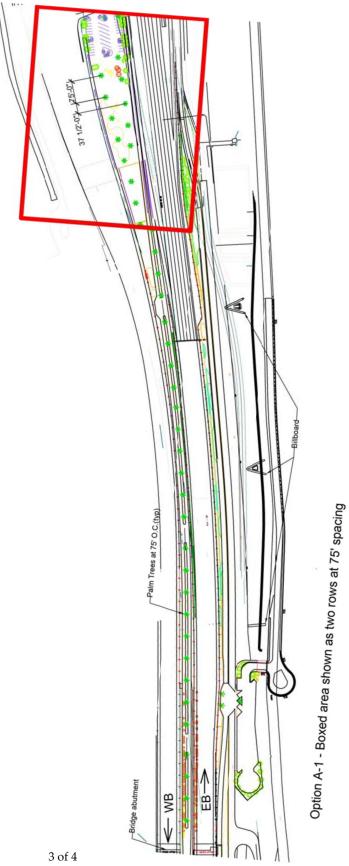


35' Palm trees at 50' spacing



35' Palm trees 75' spacing





Item5d_OTD Landscaping_09May13





4 of 4



TO: Toll Bridge Program Oversight Committee DATE: May 1, 2013

(TBPOC)

FR: Steve Hulsebus, Toll Bridge Program, Caltrans

RE: Agenda No. - 5e

Item - San Francisco-Oakland Bay Bridge Updates
PS&E for 504/ 288 Superstructure Demolition

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

Plans, Specifications, and Estimate (PS&E) for the dismantling of the existing San Francisco-Oakland Bay Bridge East Span superstructure contract (04-013521) was sent to BATA for review on February 27, 2013. The Department received comments on March 12, 2013. All comments have been resolved and incorporated as appropriate for the PS&E submittal which occurred on April 4, 2013.

The contract is scheduled to RTL on 7/29/13 and to advertise on 8/26/13.

Attachment(s):

Request for Approval for PS&E

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE P. O. BOX 23660 OAKLAND, CA 94623-0660 PHONE (510) 622-0808 FAX (510) 622-6965 TTY (800) 735-2929



Flex your power! Be energy efficient!

April 10, 2013

Mr. Steve Heminger Executive Director Metropolitan Transportation Commission 101 Eighth Street Oakland, CA 94607

Subject: Request for approval of PS&E for Contract 04-013521 (SFOBB Superstructure Dismantling)

Dear Mr. Heminger:

Plans, Specifications, and Estimate (PS&E) for the dismantling of the existing San Francisco-Oakland Bay Bridge East Span superstructure contract (04-013521) was sent to BATA for review on February 27, 2013. We received comments on March 12, 2013. All comments have been resolved and incorporated as appropriate for the PS&E submittal which occurred on April 4, 2013.

The contract is scheduled to RTL on 7/29/13 and to advertise on 8/26/13.

If you have questions, please call me directly at (415) 310-4507 (mobile).

Sincerely,

TONY ANZIANO Program Manager Toll Bridge Program

_____Approved

Mr. Steve Heminger	
April 10, 2013	
Page 2	
	Date

Bcc: KTerpstra, PChongchaikit, SHulsebus/Files

ITEM 6: OTHER BUSINESS

No Attachments